

GRAIN DEALERS' JOURNAL

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CHICAGO, ILL., DECEMBER 10, 1904.

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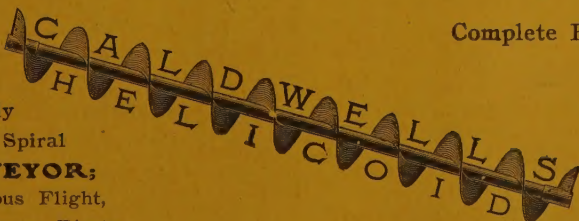
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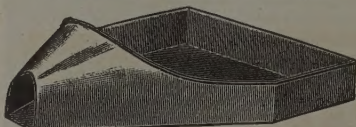
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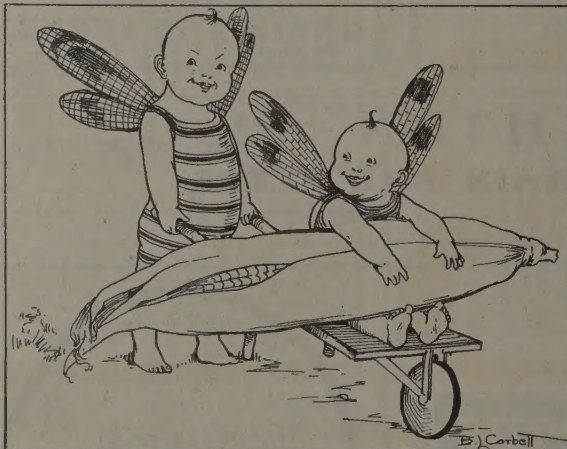
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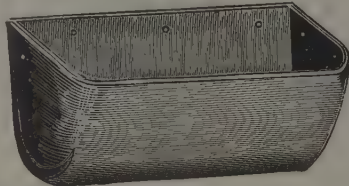
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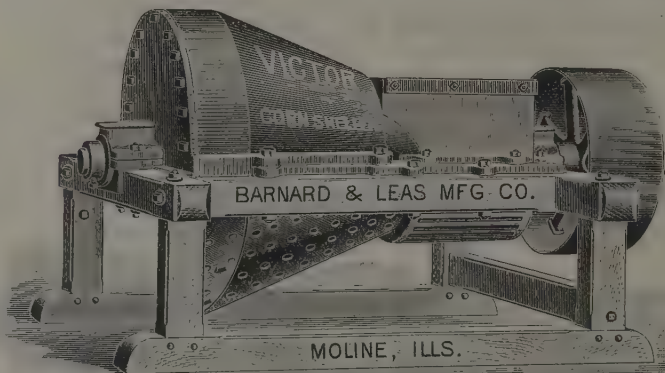
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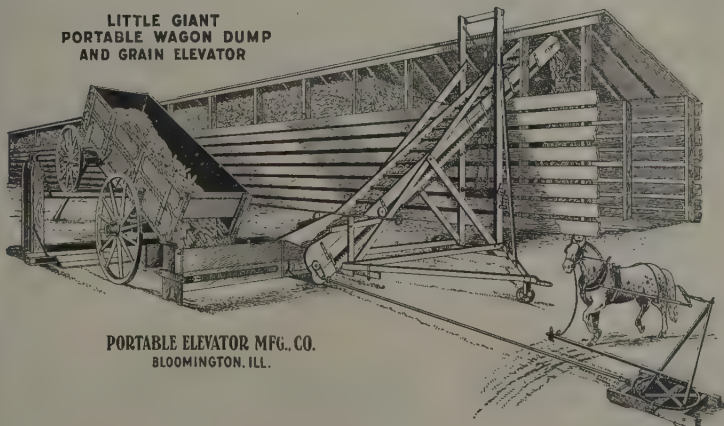
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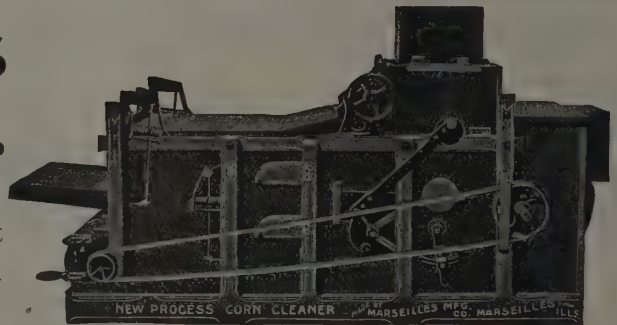
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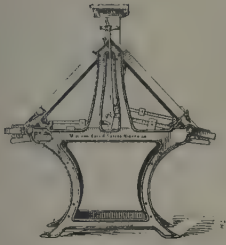


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Automatically fills, weighs, counts the bags and shifts cut-off valves. Operator supplies empty bags. Shipped on trial, subject to your approval.

They are: Simple, because they are not complicated or intricate. Cheap, because they are simple. Durable because they are built that way, Fast, because the flow of material is never checked. Accurate, because they are adjusted, balanced and graduated with U. S. Standard Test Weights.

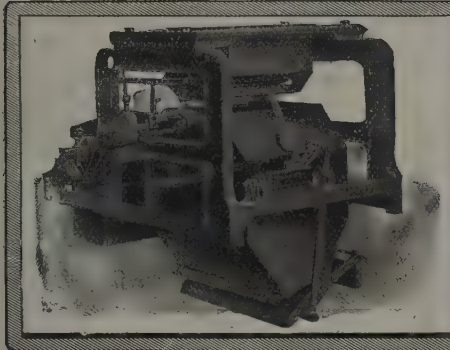
They are: Simple, cheap, durable, fast and accurate, because we guarantee them, and they must be that way.

For literature address

THE AUTOMATIC SCALE CO., Ltd.

Minden, Louisiana.

BEST ON EARTH



AUTOMATIC SCALES

GRAIN TO CAR

Accurately weighed and registered.

Chicago Representative

WM. E. SMITH,
47 Plymouth Place.

RICHARDSON SCALE CO.

17 to 19 Park Row N.Y. City

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets. 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Box of; Price per Cwt; Price per Bu.; Driver on; Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out, 800 tickets in each book, Price \$1.25.

Grain Dealers Company,
255 La Salle Street, Chicago, Ill.

TONS to Dollars and Cents

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4 1/4 x 8 1/4 inches, 110 pages.

Price \$1.00

GRAIN DEALERS COMPANY
255 LaSalle St. Chicago, Ill.

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Manufacturers of simple, accurate and reliable Automatic Weighing Machines. Scales for even weight bagging a speciality. Write for particulars.

36 and 38 Union Park Place,
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of prosperous grain men in the U. S. point to the MIDLAND line of elevator machinery and supplies as the cause of their success.

Grain Elevators equipped with our machinery and supplies handle grain economically, do not break down and cause delay during the busy season, and prolong the life of the house. We can prove to you why, if you write us. If in need of repairs or building a new elevator let us figure with you.

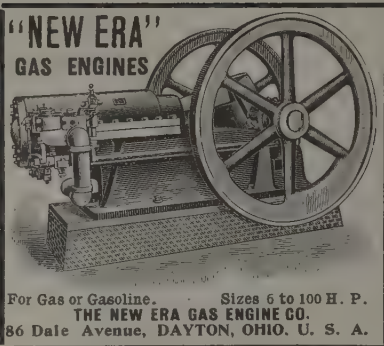
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Complete Equippers
of Grain Elevators.

Minneapolis, Minn.

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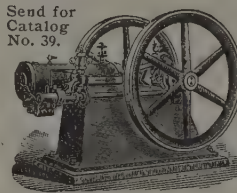
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For Gas or Gasoline. Sizes 6 to 100 H. P.
THE NEW ERA GAS ENGINE CO.
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 FOR GRAIN ELEVATORS
 From 1 to 30 H. P.
 Write for descriptive circular.
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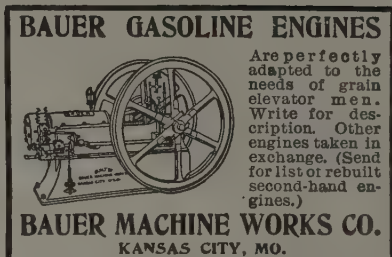
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**COLUMBUS
ENGINES**

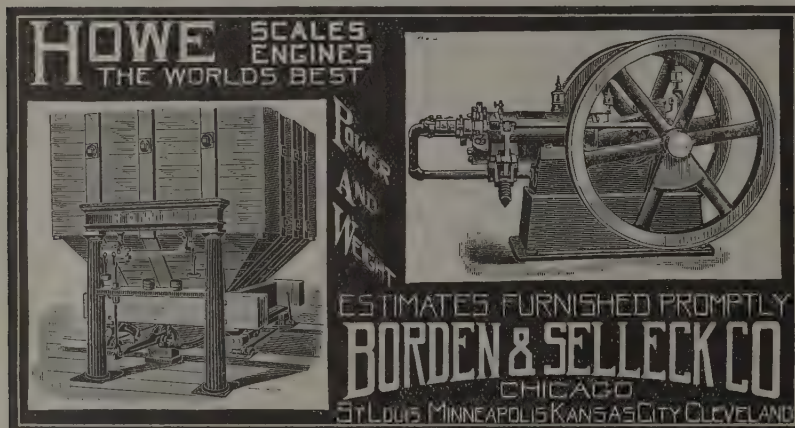
Columbus
Machine Co.
COLUMBUS, O.

BAUER GASOLINE ENGINES



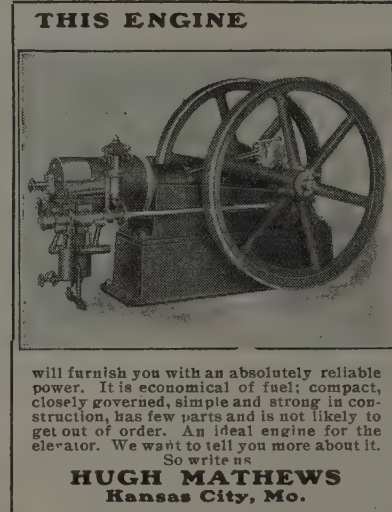
Are perfectly adapted to the needs of grain elevator men. Write for description. Other engines taken in exchange. (Send for list or rebuilt second-hand engines.)
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ESTIMATES FURNISHED PROMPTLY
BORDEN & SELLECK CO
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THIS ENGINE



will furnish you with an absolutely reliable power. It is economical of fuel; compact, closely governed, simple and strong in construction, has few parts and is not likely to get out of order. An ideal engine for the elevator. We want to tell you more about it.
 So write us
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The Gas and Gasoline Engine and Its Age

Is a practical hand book of questions and answers on difficult problems, which may arise in the care and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.
 It is well bound in cloth covers, printed on book paper and of convenient size. Profusely illustrated. Price, \$1.00.

GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago, Ill.

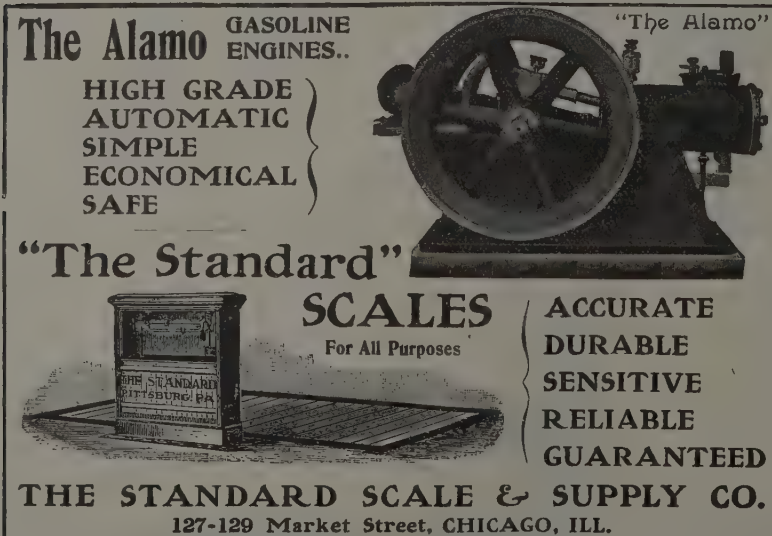
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Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

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**HIGH GRADE
AUTOMATIC
SIMPLE
ECONOMICAL
SAFE**



"The Standard" SCALES
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**ACCURATE
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SENSITIVE
RELIABLE
GUARANTEED**

THE STANDARD SCALE & SUPPLY CO.
 127-129 Market Street, CHICAGO, ILL.

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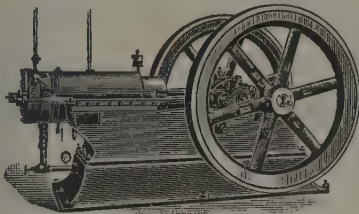
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DAVIS



Portable Saw Outfit
 The greatest rig for sawing wood, poles, ripping boards, etc. ever built. Weather don't affect it. Famous Davis Simple Gasoline Engine. Going full speed in 2 minutes. Detach saw and engine is suited to any purpose. Hundreds in use. Write and let us tell you what they say.
WATERLOO MOTOR WORKS, WATERLOO, IOWA.

WAYNE GASOLINE ENGINES
SIMPLE, ECONOMICAL, RELIABLE



Send for Catalog of our Special Elevator Engines.

FT. WAYNE FOUNDRY & MACHINE CO.
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You are well pleased if your engine is a
WATERLOO



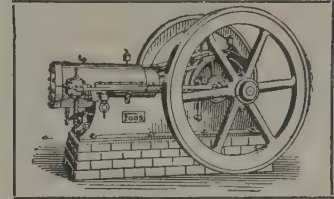
Before purchasing do not fail to write for Catalogue and Prices.

Waterloo Gasoline Engine Co. Waterloo, Iowa.

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THE BEST FOR ELEVATORS

Reliable, easily handled, sight Feed Oilers. All oiling done while running

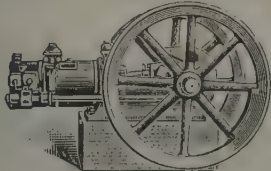


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The Foos Gas Engine Co.
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The "OTTO" Still in the Lead

It is not surprising that the "OTTO" was awarded the Gold Medal at St. Louis. In fact it has never failed to take first prize wherever exhibited. Below is a list of the "OTTO" Triumphs in America.



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New York, 1880	Atlanta, 1895
Cincinnati, 1880	New York, 1896
New York, 1881	Nashville, 1896
Louisville, 1883	New York, 1897
San Francisco, 1884	Omaha, 1898
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New Orleans, 1885	Philadelphia, 1899
	Buffalo, (Pan-American) 1901

St. Louis, (Louisiana Purchase Exposition) 1904

No engine could be uniformly successful without deserving it.

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Chicago Representative:
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The Auto-Sparker
does away entirely with all starting and running batteries, their annoyance and expense. No belt—no switch—no batteries. Can be attached to any engine now using batteries. Fully guaranteed; write for descriptive catalog.
Motsinger Device Mfg. Co.
88 Main Street, Pendleton, Ind.

POWER CAR LOADERS FOR ELEVATORS.

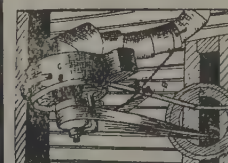


IMPROVES THE GRAIN

Cannon Falls, Minn., Nov. 15, 1904.
Maroa Mfg. Co., Maroa, Ill.
Gentlemen:—I put in the car loader according to your instructions. O. K. and wish to say that I should not like to be without it. All kinds of grain are improved by the loader and I am sure it is paying to use a Boss Car Loader.
Respectfully, R. E. Jones Co.

Other customers have written us that their Boss loaders improved the quality of their grain and some of their letters have been published heretofore. If the improvement brings you only one cent per bushel more, you can see that it will take very few cars to pay for a loader. Besides that, you save the expense and trouble of scooping the grain to the ends of the cars. Write us to send you one on trial.

MAROA MFG. CO., Maroa, Ill.



Nelson Car Loaders are O.K.

I put a Nelson Car Loader in my Elevator and am more than pleased with it, and feel that I could not get along without it. We start the loader and go about our business and let the car load itself. It saves a man's time and makes car loading a pleasure. The grain passing through the machine is improved. It takes but little power to run it. I can unhesitatingly recommend the loader to grain dealers. Will answer any questions desired. S. J. CLAUSEN, Clear Lake, Ia.
E. B. NELSON, Burchinal, Ia.

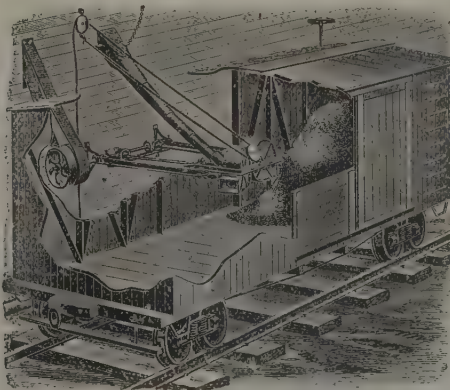
You Want It

THE IDEAL CAR LOADER is guaranteed to give satisfaction. If it fails to do all we claim, it costs you nothing.

Write for catalog, giving full description and price.

THE IDEAL CAR LOADER CO.
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The Champion Car Loader



Will fill each end of the car at the same time.

Has a capacity of 6,000 to 9,000 bushels per hour.

A perfect success.

Write the inventor and pioneer manufacturer of the rotary car loaders, for full particulars.

Manufactured by

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Bushels Capacity
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STORAGEDoes away with the fire
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GRAIN ELEVATOR BUILDERS.

SQUARE BIN FIRE PROOF ELEVATORS

A SPECIALTY.

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We also have facilities for building modern country elevators quickly.

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Modern Methods—Best Results
Terminal, Transfer and Cleaning Elevators.

We do not claim to be better than the best, but we do claim to do better work than the rest.

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Contractors & Builders of

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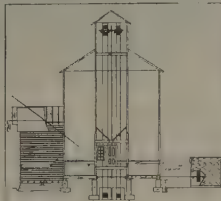
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Country elevators, cleaning houses, flour mills. Any locality.



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WEIGHT AND COPY BOOK

A new scale book that saves time and prevents errors. It is 12x12 inches, contains 225 pages and has room to record 7,425 loads.

Price.....\$2.00

GRAIN DEALERS JOURNAL

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Any Style and Capacity
Designed and Built by

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MINNEAPOLIS.

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Results Follow The Ad

We have sold out. Your Journal did it.
McCREA & VLEREBOME, New Holland, Ohio.

A Merry Xmas and a Happy New Year is Assured

if you buy our Pat. Ear Corn Chain Feeder and Conveyor. It increases the capacity of your sheller, handles the grain rapidly and without waste. Is a money saver. Write for catalogue and our special price for month of December.

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GOOD LOCATIONS

You can find a good location for your new elevator by placing a liner ad. in the "Wanted" columns of the Grain Dealers Journal. The cost is 15c per line each insertion. Try it.

MIDLAND CONSTRUCTION CO.

NOT INCORPORATED

CONTRACTORS & ENGINEERS

OF GRAIN ELEVATORS CONSTRUCTED OF WOOD, CONCRETE OR STEEL

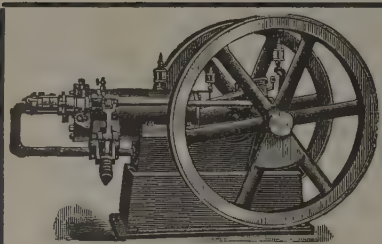
414-79 DEARBORN ST., CHICAGO, ILL.

Tel. Central 5364.

C. M. Seckner, Manager.

The GRAIN DEALERS JOURNAL.

GRAIN ELEVATOR SUPPLIES.



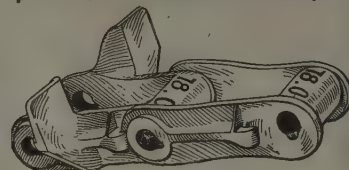
Sole State Agents HOWE Gasoline Engines. Special Agents HOWE Scales.

MANUFACTURERS OF
Elevating, Conveying and Power
Transmitting Machinery.
Complete Equipments for Grain
Elevators a Specialty.

York Foundry and Engine Works
Warehouse; OMAHA, NEBR.
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If You Don't
buy your goods of us
We Both Lose Money
Complete line of
**ELEVATOR MACHINERY AND
SUPPLIES**
H.L.Thornburgh & Co.
Chicago, Ill.

THE A. H. R.
Special Grain Feeder Chain No. 78.

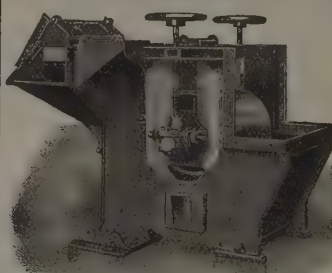


The Strongest in the United States
for Grain Feeders.

A. H. RICHNER Patentee and
Manufacturer
606 South Water Street, Crawfordsville, Ind.

SOLD ENGINE THRU AD.

John H. Doyle, Longview, Ill.:
"Please discontinue my advertisement
in the Grain Dealers Journal, as I
have sold my engine thru the ad., and
could have sold one-half dozen en-
gines if I had them."



16 inch pulley—16 inch face.
NON-CHOKING.

Send for
Catalogue "D"

HALL DISTRIBUTOR CO.

RELIABILITY

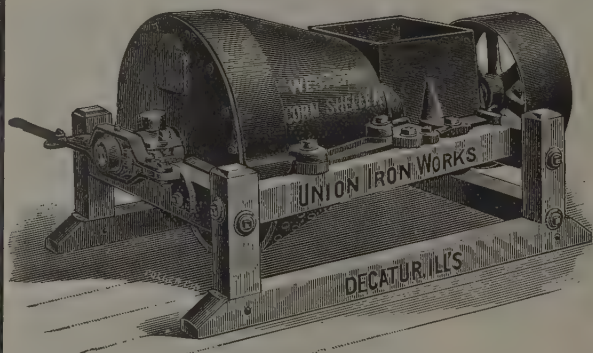
And capacity of a boot when there is a string of
farm wagons loaded with grain waiting to unload,
is hardly computable in dollars and cents. Ordin-
arily, when the rush is on is when a choke occurs.
It is not only annoying to see the wagons go to the
other fellow, but it is disastrous to the elevator
itself in mutilated belts and battered cups, to say
nothing of the risk from fire that follows. The

HALL NON-CHOKABLE BOOT

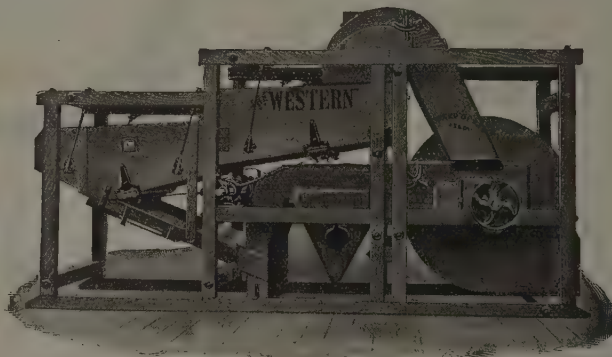
Is thoroughly reliable under the heaviest strain,
positively prevents chokes, doubles the carrying
capacity of your cups, is automatic in operation and
will last a lifetime. We'll tell you more if you'll
write.

SENT ON TRIAL.

222
First Nat. Bank Bldg
OMAHA, NEB.



"Western" Warehouse Sheller



"Western" Shaker Cleaner

Do You Intend to Build an Elevator this Season?

If so, correspond with or see the

UNION IRON WORKS

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Plans to Suit Each Location by a Licensed Architect

Manufacturers of the justly celebrated WESTERN MACHINERY—Corn Shellers,
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WRITE FOR OUR CATALOG AND PRICES

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A GRAIN SPOUT

That will load cars
without
shoveling.

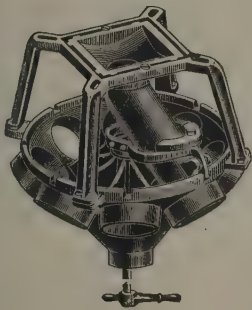
It is worth its
weight in gold
It will save you in
labor all it costs in
less than a month.

Send for Prices to

H. SANDMEYER & CO., Peoria, Ill.



THE HALL SIGNALING DISTRIBUTOR



6-inch, 8 ducts.

NON-MIXING.

YOU CAN'T GUESS RIGHT!

Guessing when a bin is about full, as you must do with the ordinary device, is costly, because, to be on the safe side, you stop elevating when they are nine-tenths full. With 10 bins you lose the use of one-tenth of each bin, practically operating one bin at a loss.

THE HALL SIGNALING DISTRIBUTOR, fills 10 bins chock-full—bin spout and all, without spilling a kernel—or put just as much grain in nine bins as you ordinarily do in 10, and saving bin cost if building new.

Our Automatic Signaling Device does it.

SENT ON TRIAL.
SEND FOR BOOKLET.

Hall Distributor Co.

222 First Nat. Bank Bldg. OMAHA, NEB

ELEVATOR SUPPLIES

We can equip your elevator from top to bottom. I you need a gasoline engine, a grain cleaner, scales or anything for your elevator, we have it and can ship promptly. Get our catalog now, then tell us your troubles.

C. D. Holbrook & Co.
MINNEAPOLIS, MINN.

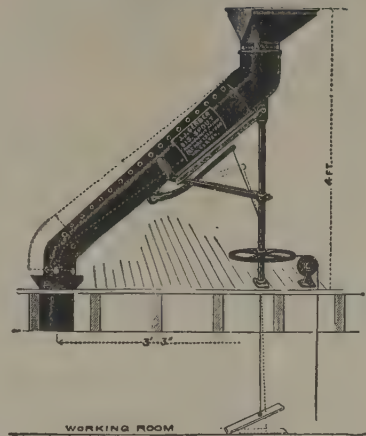
ORDER THE NO. 2

GERBER IMPROVED Distributing Spout

and be convinced that it is the best spout you can secure for your elevator. We make a specialty of mill and elevator spouting.

For particulars write

J. J. GERBER,
Minneapolis, Minn.



Clean Your Grain

without additional expense, as it comes from the receiving sink. **THE LOCKWOOD**

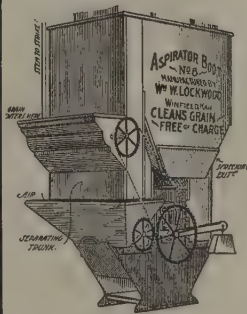
Aspirator Boot

will do it, free of charge. It keeps the dust out of your house. It is non-chokable. If you are anxious to make more money write for catalog to

Wm. W. Lockwood, Winfield, Kan.

Mechanical Expert.

ELEVATOR ENGINEERING A SPECIALTY.
Special Corn Handling Machinery and all other supplies.



Complete Grain Elevators and Flour Milling Plants

Designed, erected and equipped ready for operation. PLANS drawn to suit any location and ESTIMATES SUBMITTED. Elevators built in either steel, wood or combination materials.

Steel Fire Proof Elevators a Specialty

Write for my late Illustrated Catalog on Grain Elevators. It will interest you.

CORRESPONDENCE SOLICITED

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ELEVATORS FOR SALE.

UP-TO-DATE elevators in choice locations. W. A. Thompson, Attica, Ind.

FOR SALE, 10,000-bu. elevator and coal business. Address Carter & Lewis, Pekin, Ia.

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A LINE OF ELEVATORS for sale. Good crops. Large territory. Can sell separately. Address Taylor & Emmons, Stuart, Iowa.

I WILL sell my elevator, feed mill and lumber yard at Bryant, Ia.; doing a good business in all lines. N. J. Millhaem, Miles, Iowa.

SMALL ELEVATOR in good farming country. Crop good. Splendid feed, coal and tile trade. Address, Lock Box 114, Westport, Ind.

FOR SALE.—My 12,000-bu. elevator in new small town on the C., R. I. & P. road in Northwest Iowa. Address R. P. Dethmers, Plessis, Iowa.

IF YOU fail to find the elevator you want in this column, advertise your want to the grain trade by using space in our "Elevators Wanted" column.

PAYING GRAIN AND COAL business in one of the best towns in Northwest Iowa for sale. Address H. Box 11, Grain Dealers Journal, Chicago, Ill.

A GOOD ELEVATOR well located in good territory in Western Iowa for sale. Also good coal business goes with it. Address Luke, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE, 15,000 bu. capacity. Dump scales, gasoline engine. In good So. Dakota town; doing good business. Address Jos. Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE. Capacity, 125,000 bushels. Well located for city trade, eastern shipping, transferring, or manufacturing corn meal, ground feed, etc. Requa Bros., Board of Trade, Chicago, Ill.

ELEVATOR AND FEED MILL in a large town in Central Illinois for sale at \$4,000. Big coal business in connection. Have other interest requiring my personal attention. Address Winkle, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, lumber and coal business for sale. A money making combination. Fine town; only lumber yard. Good competition. Going out of business, account ill health. Address I. X. L. Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE or exchange for a farm: a new 20,000-bu. elevator on Panhandle R. R. In eastern Indiana; fine farming county; no stock fed to speak of. Address J. W. Owens, Saratoga, Ind.

ELEVATOR FOR SALE in southwestern Ohio. 8,000 bushels capacity, two cleaners, sheller, hopper scales, feed mill, gasoline engine, feed, coal, paints, farming implements, buggies, etc. Address, R. Box 3, Grain Dealers Journal, Chicago, Ill.

ONE HALF INTEREST in elevator and mill for sale. Water power the year round. Mill running every day and good demand for its entire output. Located in Indiana in good grain section. Address G., Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE: Feed store; storage and shippers elevator; complete feed grinding outfit; twenty-five h. p. gas engine; shipper grain and feed bins. All new and up-to-date. Can offer an exceptional bargain. Address F. S. Butler, Richmond, Ind.

TWO MODERN ELEVATORS, in good repair, for sale. One in Northern Iowa; one in Southern Minnesota. Flour house and coal sheds in connection with each. Good towns. Price reasonable. Address Hip, Box 10, Grain Dealers Journal, Chicago, Ill.

LARGE ILLINOIS ELEVATOR for sale. Best grain point in the state. Not a cheap property but well worth your looking into. Good reason for selling. Only interested buyer please answer. Address Jenkins, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale in fine Illinois town. Capacity, 75,000 bu. Five churches, good school, two banks, one competitor. New 12-h. p. gas engine; 6 to 800,000 bu. station, handles one-half. Price, \$12,000, part time. Address Har, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, 15,000-bu. capacity, for sale, with corn sheller and warehouses to store 50,000 bu. of grain; good wholesale and retail trade; in good black land country; with good corn crop now made; same will begin to move by September 15th. Address, O. H. Black, Leonard, Texas.

BEAN ELEVATOR and coal business for sale, in southern Michigan, on L. S. Ry. New, modern and up-to-date. No competition. Fine opening for lumber and general produce which are not handled here. Net profits for three years paid for business. Reason for selling, health of family. Price, \$5,100. Address Bean, Box 10, Grain Dealers Journal, Chicago, Ill.

THE BEST EQUIPPED ELEVATOR on the I. C. R. R. for sale. 30,000 bu. capacity. 10 h. p. gasoline engine, cleaner and feed grinder. Good feed and coal trade; coal 150 tons capacity. Coal business 600 to 800 tons; grain 150,000 to 300,000 per annum. This plant has always made money. Good seven-room residence, corner lot 120x140, goes with it. Address Malcolm Peterson, Pomeroy, Ia.

ELEVATORS FOR SALE.

ELEVATOR AND RESIDENCE, well located in northeastern Iowa. Good point for buying stock, as well as grain. Only elevator in town. Price low. Address, I. & D., Box 9, Grain Dealers Journal, Chicago, Ill.

GRAIN, LUMBER and milling business for sale. Central Iowa; elevator capacity, 40,000 bu.; crib capacity, 25,000 bu. Big corn crop; good town, 400; good school, church, and banking facilities. For full description, price and terms, address Berts, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND HAY shed combined for sale. Gasoline power. Also coal business in connection. All in good repair; doing good business; in excellent grain and hay territory in northwest Ohio; good town. Price, \$2,000, if sold soon. Address, H. C., Box 9, Grain Dealers Journal, Chicago, Ill.

LARGE ELEVATOR in best corn and oats belt in western Indiana for sale. Handle annually 400,000 bu. New and modern; capacity, 100,000 small grain; 50,000 bu. ear corn cribs. Competition the best. Reason for selling, have other business. Address, A. M. L., Box 9, Grain Dealers Journal, Chicago, Ill.

NEW, UP-TO-DATE elevator, 35,000 bu. capacity, for sale. Complete with meal buhr and feed grinder. 25 h. p. gas engine. Flour Exchange doing \$6,000 business per year. Hay barn, 500 tons capacity. Handle yearly 100,000 bu. grain, 1,500 tons hay. Splendid location for lumber yard. No opposition. Address C. E. Lamotte, Saint Marie, Ill.

INDIANA ELEVATOR for sale. Almost new. 15,000 bu. capacity. No competition. In an average year this elevator will handle 200,000 bu. corn, wheat and oats, 1,200 tons coal and 25 cars tile. Also 1,000 to 2,000 bu. seed. Good flour trade. Splendid location for implements, lumber or live stock. This is a gilt edge property and will bear the closest investigation. Price, \$7,500. Address A. B. C. Box 8, Grain Dealers Journal, Chicago, Ill.

NEW ELEVATOR for sale. Modern, up-to-date. Best grain country northern Indiana; capacity 20,000. Fairbanks gasoline engine. Will average 150 cars besides coal, hay, wool and clover seed. Good flour and feed trade. Excellent opening for lumber year, room on elevator ground. No competition. New ground; new territory; good corn crop. Best bargain on this page if sold quick. Investigate. Address Mile, Box 11, Grain Dealers Journal, Chicago, Ill.

WE OFFER for sale at Olive Branch, Ill., on the C. & E. I. R. R., 20,000-bu. cribbed elevator, covered with drop siding; corn cribs for 5,000 bushels; two 5-ton wagon scales; one 500-bushel hopper scale; one stand of elevators large size; Huntley cleaner; 10 h. p. gasoline and 25 h. p. steam engine. Plant is almost new. Ships about 75 cars wheat and 20 cars corn; business growing each year. 10,000 seamless cotton bags. Plant pays for itself every three years. Price, \$5,000. Address, The Sidell Grain & Elevator Co., Sidell, Ill.

ELEVATORS WANTED.

WANT TO BUY an elevator. Address Box 154, Lesterville, S. D.

WANTED, one or a small line of elevators in Iowa. Address Julius Kunz, Wesley, Iowa.

ELEVATORS WANTED, that are handling a good business. Address J. W., Box 9, Grain Dealers Journal, Chicago, Ill.

GOOD ELTR. wanted in exc. for a section of fine stock and grain land in southern North Dakota. Union County Investment Co., Elk Point, S. D.

WANTED A GOOD ELEVATOR and lumber yard, or elevator where a yard could be established in connection. Address F. Fowler, Menlo, Iowa.

WANTED TO BUY or rent a good up-to-date grain elevator in Ohio or Indiana. Give full particulars in first letter. Address Box 94, Ohio City, O.

ELEVATORS FOR RENT.

STEEL STORAGE TANK, 55,000 bu. capacity, to lease, with track, track scale and elevator privileges. Address, T. G. White, Cedar Rapids, Ia.

LOCATIONS FOR ELVATORS.

ARE YOU LOOKING for a location for an elevator? Address B. Thomas, President The Belt Co. of Chicago, Room 13, Dearborn Station, Chicago.

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SHIPPERS' RECORD BOOK NO. 20

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Address

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

MILLS FOR SALE.

GRIST MILL and machinery for sale, at a big sacrifice; all practically new; in good location. Address Wisconsin Farm & Timber Land Co., 337 Milwaukee Ave., Chicago, Ill.

NIAGARA FRONTIER as a milling center. Unexcelled advantage of power, transportation and climate. Modern, up-to-date cereal plant, rail connections and electric machinery, an unusual offering. Also choice dockage property with rail and canal frontage.

KINGSLEY, 49 Niagara St., BUFFALO.

FLOUR MILL AND ELEVATOR to exchange. Located on railroad track at Van Meter, 20 miles west of Des Moines, Iowa. Some steam power; run only two years. Modern plant throughout, 100 bbls. daily capacity. No incumbrance; cost over \$15,000. Will take that price in exchange for improved city property or farm lands. Address Chas. O. Elwood, 143 E. 4th St., St. Paul, Minn.

FLOUR MILL for sale at a bargain. For the next month I will offer for sale at a bargain my 100 bbl. flour mill with complete storage plant and everything ready to start on the new crop which is just beginning to move. This mill is situated in one of the best wheat growing districts in Manitoba, has a good local trade and a good reputation; good water; nearest mill, 25 miles west. The mill is a feeder for branch line which runs out of here for a distance of 100 miles through a well settled district. If you want a snap now is your chance. Apply to C. F. Travis, Elkhorn, Man., Canada.

Grain Receiving Ledger FORM 33.

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 39 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired. The pages are 8x18 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth covers with Russia back and corners. Price \$2.25.

FOR SALE BY

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL

OF CHICAGO.
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SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

ONE PAIR Buffalo scales for sale. Capacity, 600 lbs. Address W. J. Jenkins, Saint Paris, Ohio.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

HOOVER Automatic Scale, No. 1, for sale; in good condition; used only a few weeks. Price \$50 f. o. b. Lebanon. Address B. H. Lancaster, Lebanon, Ky.

CHICAGO SCALE CO. wagon scale for sale. Capacity, 12,000 lbs. Platform, 8x14 ft. Timbers and all in fairly good condition. Ready to set on foundation. Price \$50. Address J. E. Bush, Joliet, Ill.

ELEVATOR SCALES—We make a specialty of wagon, portable, platform, dormant, hopper and warehouse scales. Send for our latest catalog of elevator scales. Osgood Scale Co., 305 Central St., Binghamton, N. Y.

FOR SALE—30 sets of 42,000-pound Fairbanks-Morse Compound Beam Hopper Scales, as good as new. Can furnish framing timbers with these scales. Prices on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

REFITTED R. R. track, 60-ton, 64 ft. Howe scale, with single brass beam. This scale is still in the original boxes as it came from the factory and can be shipped immediately. Price, f. o. b. here, \$400.00. Maltby Cedar Co., Bay City, Mich.

FAIRBANKS STANDARD SCALES at 70-80 per cent discount. New. Don't pay any more; don't buy second-hand scales when you can get the genuine Fairbanks Standard, new, for less money. Address, for particulars, P. O. Box 194, Chicago, Ill.

WAGON SCALES (wood or steel frames), double or compound beam. Hopper, warehouse or portable scales. All Gaston's high grade U. S. standard scales. Write for prices. Every scale warranted five years. (Not in the trust.) Address J. F. Atherton & Co., 65 S. Canal St., Chicago.

BRAN WANTED.

WANTED—Corn bran, also crushed ear corn (cob meal) any quantity, shipment sight draft, submit offers. Lewis, Leonhardt & Co., Knoxville, Tenn.

Robinson's Telegraphic Cipher Code (Revised)

Is more extensively used by Grain and Provision Dealers and Millers

than all other codes combined. It is compact, small and can be easily carried in the pocket. It has been revised and fifteen pages added. Every cipher word, quotation and phrase in former editions has been retained. Get the latest edition; by using it your messages will be understood, you will save time and expense. Price, bound in leather, gilt edges, \$2.00; cloth binding, \$1.50. Your name in gilt letters on front cover 25 cents extra.

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255 La Salle St. CHICAGO, ILL.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

GASOLINE ENGINE, 1 h. p., for sale. As good as new. Address W. J. Jenkins, Saint Paris, Ohio.

GASOLINE ENGINES, 1, 2, 4, 8, 10, 15, 25 h. p. State power wanted. Address J. Fox & Co., Covington, Ky.

GAS AND GASOLINE engines for sale or exchange. Address Alexander & Crouch, 33 So. Canal St., Chicago, Ill.

GASOLINE ENGINES, 12 and 15 h. p., for sale. Smaller sizes in stock. R. A. Dewberry, 46 N. Morgan St., Chicago.

ONE 25 h. p. steam engine, in good order, for sale at your price, as it must be sold this month. Address Baldwin & Elliott, West Liberty, O.

LEWIS GASOLINE engine, 6 h. p., for sale; good condition; used 4 years; price \$150 here. Varney Mfg. Co., Leavenworth, Kan.

GASOLINE ENGINES, stationary, portable and pumping; 1 to 40 h. p. Witte Gas & Gasoline Engine Co., 47 S. Canal St., Chicago.

ONE 20 horse power Model gasoline engine for sale very cheap. All complete; brand new. Address Lennox Machine Co., Minneapolis, Minn.

ST. LOUIS CORLISS ENGINE, 20x42, for sale. Good as new. For particulars apply to the Aug. J. Bulte Milling Co., Kansas City, Mo.

GAS ENGINE for sale, 4 h.p. Equipped with Shanahan Muffler, makes no noise. Caldwell Vapor Cooled Engine Co., not inc., R. 308, 21 Quincy St., Chicago, Ill.

A GOOD, DOUBLE CYLINDER, 75 h. p. gas engine for sale. Has been used but a short time. Will sell cheap. Write the Jay Grain Company, St. Marys, O.

8 H. P. OTTO GAS Engine for sale. In fine condition. Complete, \$100.00.

F. E. PFANNMUELLER & CO., 733 ROOKERY BLDG., CHICAGO.

GASOLINE ENGINES, 2 h. p. and up. Vertical and horizontal, stationary or portable. All engines warranted. J. F. Atherton & Co., 65 S. Canal St., Chicago.

STEAM ENGINE, 12x24, for sale; fitted with new drop cut off valves; economical under load of 60 to 80 h. p. Address Walter S. McKinney, 204 Dearborn St., Chicago, Ill.

FOR SALE—One 8-h.p. Pierce; 1 5-h.p. Webster; 1 25-h.p. Charter; 1 7-h.p. Charter; 2 6-h.p. Fairbanks Upright and one 12-h.p. Otto. C. D. Holbrook & Co., Minneapolis, Minn.

SECOND-HAND GASOLINE engines; 6 h. p. Lewis; 8 h. p. Otto; 12 h. p. Webster; 25 h. p. New Era; 50 h. p. Otto; 11 h. p. Foos. Write Colborne Mfg. Co., 35 Indiana St., Chicago.

SECOND-HAND GASOLINE Engines at a bargain. One 9 and one 14 h. p. Otto; one 22 h. p. Foos; one 6, one 15 and one 25 h. p. Fairbanks-Morse; one 10 and one 18 h. p. Lewis; one 30 h. p. Webster. Write A. H. McDonald, 36 W. Randolph St., Chicago.

ENGINES FOR SALE.

ONE 15 to 17 h. p. Pierce gasoline or gas engine with compressed air starter, for sale at a bargain. In first-class condition; used but about six months. Address Har: Grain Weigher Co., Peoria, Ill.

FOR SALE—The following gas and gasoline engines: 60-h. p. Foos; 65-h. p. New Era; 15-h. p. Lambert; 3½-h. p. Des Moines; 2½-h. p. Fairbanks. Backus Gas Engine Co., 22 S. Canal St., Chicago, Ill.

FOR SALE—Marine gasoline engines, 3 to 45 h. p. Electric lighting engines, direct connected or belted, 3 to 20 h. p. Address Sarvent Marine Engine Works, 24-26 W. Randolph St., Chicago, Ill.

ONE 50 h. p. Miller gas engine, double cylinder, all overhauled and in first-class condition, for sale. Also one 20 h. p. upright gas engine, all overhauled and in first-class condition. Address The Philip Smith Co., Sidney, Ohio.

ENGINES AND BOILERS.

FOR SALE: 15, 20 and 25 h. p. Atlas engines and boilers in A-1 condition. Address Wallace Machinery Co., Champaign, Ill.

FOR SALE: 1 boiler, 16 x 66; dome 32 x 36; 54 4-in. flues, with fronts in good order. Frank G. Ely, Traders Bldg., Chicago, Ill.

ONE 25 h. p. Brownell tubular boiler, 2½ in. flue, with front and grates, for sale. Only been used short time. Address Chamberlain Bros., North Lewisburg, Ohio.

ONE STEEL HORIZONTAL BOILER, 25 h. p., for sale. Also one 12 h. p. Nagle engine. Less than one-half original cost. The B-M Bfg. Co., 50 Masonic Temple, Davenport, Ia.

FOR SALE: One forty horse power, slide valve engine, cylinder 10x22, 16-in. stroke, side crank, made by Jackson Foundry & Machine Company. One boiler, sixty horse power, 16 feet long, 52 inches in diameter, full front, 5-16-inch sheet steel. Both in good condition. Address Central Granaries Co., Lincoln, Nebr.

MISCELLANEOUS FOR SALE

AKRON grain and seed tester; warranted true; 3 sizes; 1 pt., \$6.00; 1 qt., \$6.75; 2 qts., \$7.50; sent on approval. Write A. S. Garman & Sons, Akron, Ohio.

SAVE MONEY ON MACHINERY, engines and boilers, pumps, feed water heaters, fans, blowers, air compressors, gasoline engines. All sizes in stock. Write A. L. Dawson & Co., 29 W. Washington St., Chicago, Ill.

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500-bu. Fairbanks Hopper Scale, tested and sealed, at \$75.00.

14x36 Allis Corliss Engine with or without Condenser.

Large stock of second-hand boilers from 5 to 100 h. p.

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Gardner Steam Pumps.

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ONE NO. 8 Bowsher feed grinder for sale. Address Walter G. Trumpler, Tiffin, Ohio.

FOR SALE—One Appleton mill and crusher; 2 Triumph corn shellers. C. D. Holbrook & Co., Minneapolis, Minn.

ONE SIX-HOLE Sandwich down sheller, in good order, for sale. Address Geo. D. Laing, Dixon, Ill.

ONE NO. 4 EUREKA oat clipper for sale. Practically good as new. Address W. J. Jenkins, Saint Paris, Ohio.

ONE NO. 39 Perfection dust collector for sale at a bargain. In good order. Address Parke, Davis & Co., Detroit, Mich.

ONE NORDYKE & MARMON double roll feed mill for making cornmeal for sale. The Philip Smith Co., Sidney, O.

A SEVEN INCH BURR FEED mill for sale. Good as new. Will sell for \$25 if taken soon. Address C. E. Howe, Rosser, Man.

MIAMI VALLEY CORN SHELLER, in good order, for sale, at your price, as it must be sold this month. Address Baldwin & Elliott, West Liberty, O.

FOR SALE CHEAP: A No. 1 New Process Marseilles sheller; also cleaner. Both as good as new. Wm. Loveless, Taylorville, Ill.

PORTABLE WAGON DUMP for sale. White Mfg. Co. make; good repair. Will sell cheap. Address Zorn Grain Co., Bloomington, Ill.

FOR SALE—1 No. 2 Marseilles sheller; used one year; 1 100-bushel U. S. hopper scale. Both in good condition. Address, M. J. Lee, Redmon, Ill.

PORTABLE DUMP, suitable for corn or oats, for sale cheap. Also, Marseilles combination sheller and cleaner, and small two-hole portable sheller. Address Woodbury & Files, Muncie, Ind.

THREE MONITOR Oat Clippers for sale, capacity 1,000 per hour. Two Pease Separators, capacity 800 bushels per hour. Above in fairly good condition. Milwaukee Elevator Co., Milwaukee, Wis.

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One Foos corn and cob crusher, upright, with horizontal drive; capacity 75 to 100 bu. per hour; good as new, was used only a few days. Three Cogswell attrition mills, 24-in. diameter, with new plates. Practically as good as a new mill. Prices way down, want to sell. Write for circular No. 21, now ready. Address A. S. Garman & Sons, Akron, Ohio.

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regular country shippers to become familiar with your firm name, place your "ad" here.

SITUATIONS WANTED.

SALESMAN—Experienced in elevator and mill machinery desires position to travel in Indiana and Ohio. Address Lock Box 451, Celina, Ohio.

POSITION WANTED as solicitor for grain firm or buyer on track for cash grain house. Best of reference. Address Solicitor Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager grain elevator in town that has graded or high school. Experienced; can give good reference. Address S. A. Gibson, Kings, Ogle County, Ill.

EXPERIENCED HELP for all kinds of work about an elevator or grain office can be obtained quickly by advertising your want in the "Help Wanted" column of the Grain Dealers Journal.

POSITION WANTED as manager in grain elevator. Fifteen years experience as hay, grain and live stock buyer. Can furnish best reference. Address E. J. Spencer, Vandalia, Ill.

SITUATION WANTED by young man as manager country end of grain receiving business. Income now \$1,600, but opportunity for further advancement limited. Address Competent, Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of a large elevator. Thoroughly acquainted with the grain, lumber and coal trade. Experienced; best of reference. Address Son, Box 11, Grain Dealers Journal, Chicago, Ill.

GOOD RELIABLE MAN wants position in an elevator. Understands how to handle all elevator machinery and to grade grain. Experienced; A-1 references. Prefer position in western states. Address P. K., Box 11, Grain Dealers Journal, Chicago, Ill.

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PARTNER wanted to take active management of feed business at Norwood, Ohio. We will furnish direct all the grain, bran and chops wanted. Address S. & A., Box 11, Grain Dealers Journal, Chicago, Ill.

INCORPORATED GRAIN AND mercantile company in North Dakota, doing large business and paying over 50 per cent dividends, offer a certain amount of its capital stock at par to a thoroughly up-to-date merchant who can devote all his time to the business. German community. Full particulars given to proper parties. Address Par, Box 7, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

HAGERTY BROTHERS, Peoria, Ill. Elevator Supplies and Builders, Spouts, Buckets, Belting.

LIST YOUR ELEVATOR for sale or trade. Have cash buyers. Address Aaron Smick, Decatur, Ill.

VENTILATE YOUR EAR CORN: No matter how perfectly your corn keeps on the outside of the crib, it will keep better in the middle of the crib if you use Beale's Patent Movable Corn Crib Ventilators. Just the thing to make No. 2 corn. Reasonable terms. Address N. S. Beale, Patentee, Tama, Ia.

GRAIN FOR SALE.

WHEAT, OATS, CORN and ground feed for sale. J. A. Sauer, LeMars, Ia.

CORN, MILO MAIZE and Kaffir corn for sale. R. J. Bishop & Son, Gage, Okla.

WHITE WHEAT for sale. If in need of white wheat write or telegraph Sam Williamson, Salt Lake City, Utah.

MIXED CARS a specialty—flour feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.

GRAIN, seeds, hay, corn and oats chop a specialty. We ship split cars of corn, oats, chop and flour. Address Mead Grain Co., Union City, Ind.

GRAIN WANTED.

SNAPPED CORN wanted. F. L. Wallace & Co., St. Louis, Mo.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

OFF-GRADE, light wheat wanted. Mail samples. Address, W. H. Small & Co., Evansville, Ind.

PRICES WANTED—Wanted quotations on grain and hay. Geo. T. King, Grain & Hay Broker, Richmond, Va.

WANTED to buy wheat, corn, oats and hay, Harsh Bros. & Co., Merchants Warehouse, Nashville, Tenn.

BUCKWHEAT GRAIN and gluten wanted. Send samples with prices. West Side Hay & Grain Co., Manchester, N. H.

WANTED COUNTRY SHIPPERS of grain to quote lowest prices f. o. b. on corn and oats. Address Bennett & Hawkins, Nashville, Tenn.

EAR AND SHELLLED CORN wanted. Quote lowest delivered price. Must be good sound merchantable corn. Address Chowning Grain Co., Lathrop, Mo.

NEW YELLOW EAR CORN wanted. Also all grades new and old shelled corn, oats, and etc. I am a steady buyer car lots for direct shipment from interior points. Address J. C. Mitchell, 255 La Salle St., Chicago, Ill.

GRAIN WANTED—We handle everything in the grain line. Have outlet for off-grades. Send us your consignments and we will guarantee you satisfaction. Address National Grain & Hay Co., Indianapolis, Ind.

SEEDS FOR SALE.

TIMOTHY, CLOVER AND FIELD SEEDS of all kinds; buy or sell. Write us. Ross Seed Co., Louisville, Ky.

CLOVER SEED, timothy seed, alsike, oats, corn and hay for sale. Don't fail to write us. Address Kinsey Bros., North Manchester, Ind.

WESTERN HEADQUARTERS for Alfalfa, Clover, Timothy, Millet, Sorghum and Kaffir Corn. Write for prices. Missouri Seed Co., Kansas City, Mo.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

SEEDS WANTED.

ALL KINDS of field seed bought and sold. Consign your seed to me. B. F. Adams, Peoria, Ill.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

HAY WANTED.

OAT STRAW WANTED. Address Hamilton & Vincent, Ottawa, Ill.

WE want your next consignment of HAY and STRAW. Address R. F. Morrow Commission Co., Chicago, Ill.

HAY and tangled rye straw wanted in any amount; also ear corn, oats and rye. Address Johnson & Son, Goshen, Ind.

WE ARE in the market for good No. 1 timothy hay; also for good No. 1 prairie hay. Hamilton & Vincent, Ottawa, Ill.

HAY WANTED—We buy hay f. o. b. your track and handle on regular commission of 50c per ton. Write us. National Grain & Hay Co., Indianapolis, Ind.

OUR COMMISSION, 50 cents per ton. It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

HAY AND STRAW:—We buy all grades of timothy, clover or alfalfa hay; also rye, wheat, or oat straw. Quote us prices. Consignments handled on all markets of greater New York. Michigan & Ohio Hay Co., Hay Exchange, New York, N. Y.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

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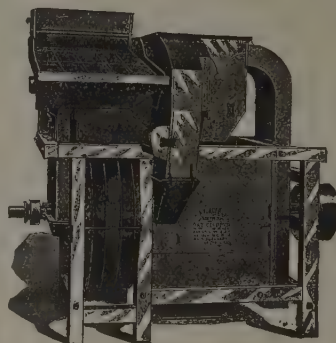
Grand Trunk Ry. Elevator,	Portland, Maine.
Goemann Grain Co.,	Mansfield, Ohio.
Nashville Warehouse & El. Co.,	Nashville, Tenn.
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2. Capacity greatest for power and space used.
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It excels all on these points.

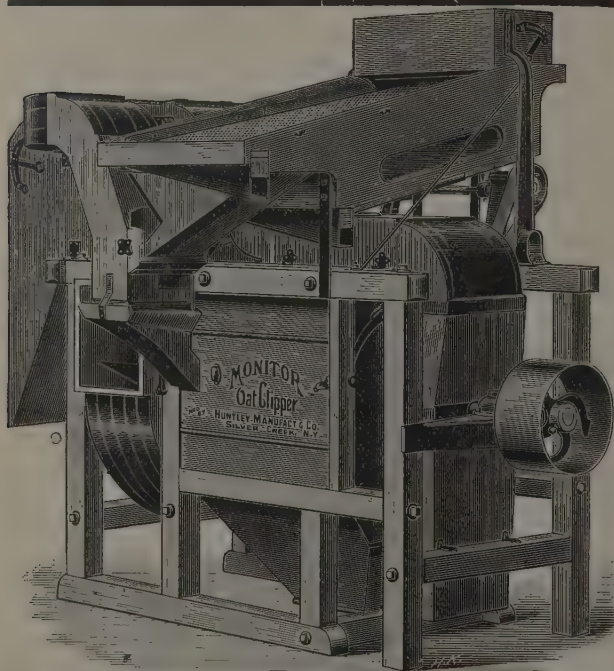
This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

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Silver Creek, N. Y.

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Letters

on subjects of interest to those engaged in
the grain trade, and trade news items are
always welcome.

Entered at Chicago, Ill., Post Office as
Second Class Matter.

CHICAGO, ILL., DECEMBER 10, 1904.

PROPER recognition of the millers of your territory will be found conducive to peace and harmony.

THE grain buyer who pays the same price for good and poor grain encourages slack methods and places a discount on the exercise of care in preparing grain for market.

WANTED—The address of the grain dealer or miller who is so unfortunate as to continue to lend bags to farmers, expecting thereby to increase the volume or profits of his business.

VENTILATED corn cribs will insure the proper curing of all corn and increase the profits. The day of the large poorly ventilated crib is passed. Users found it spoiled too much grain.

ARGENTINE, poor Argentine, South America, has been invaded by American crop experts, and already the crop is killed (?) by the rust. How sad! How very short the employers of these so called crop experts must be!

REBATES in freight rates make the strong firms stronger and the weak weaker. The carriers seem to prefer to build up ports and firms to suit the whims of their traffic officials. If small shippers wish to save the little business that is left to them it behooves them to work hard for the Quarles-Cooper bill.

CARS are reported scarce in Iowa and some districts of the western grain shipping territory, and dealers who have sold for December delivery are already experiencing some anxiety as to whether or not they will be able to fill their contracts.

EVERY grain shipper will promote the interests of his business by reporting promptly to the secretary of the National Assn. the amount he has paid for freight and amount of damage claims filed with the carriers patronized during the last year, in order that it may be forwarded to the Interstate Commerce Commission as evidence bearing on the Uniform Bill of Lading controversy.

A HEAVY marine leg recently dropped through the bottom of a ship about to be unloaded, with the result that a number of grain trimmers had a narrow escape and the ship was pinioned to the bottom of the harbor. Marine legs have always been made so very heavy that their handling has required heavy machinery. It would seem time something was designed to do the same work with less expense and danger of disaster.

GRAIN shippers in official classification territory will do well to be careful about selling grain for delivery beyond this month, as the freight carriers of official classification territory expect soon to issue a new schedule of freight tariffs which will change the classification and hence the rate of freight on many different articles. Beginning with the first of the year grain may be in a higher class and hence take a higher rate of freight.

HOT CORN is reported from Boston and New Orleans and receivers in other markets are complaining of the condition of arrivals. Grain in different sections seems to vary as much as possible in its condition and no section can be guided by the practices of another. Dealers must judge entirely by the grain they have to ship as to whether or not it is in condition to stand shipment. It is much better to wait a month than to lose the entire season's profit on early shipments. Be careful.

ACCIDENTS in grain elevators are not frequent, but it is within the power of the operators to effect a further reduction in the number now occurring. In our Illinois news columns this number will be found an account of a distressing accident whereby a young boy who was helping in shelling corn in an elevator was caught in the long drag chain and his neck broken. The damage resulting from accidents of this character can never be repaired, but out of consideration for the lives which have been sacrificed to carelessness, elevator men can provide guards about dangerous machinery which will keep children and helpers from becoming entangled and maimed.

BLEACHING grain with electricity is the latest method of removing weather stains. Millers are bleaching flour by a similar process and no one seems to object. In fact no one has yet discovered a way to detect this work from the product.

INDUCE your representatives in both houses of Congress to work for the Quarles-Cooper bill and thereby secure for the Interstate Commerce Commission authority to change discriminating freight rates as recommended by President Roosevelt in his annual message. Do it now.

TO LEARN about a railroad commission which believes in doing things and has the power to do it, read the various reports of our Texas correspondent on the work of the Texas Railroad Commission. It is truly inspiring to shippers who have been held up for years without recourse.

THIS year's corn crop is large, but there is no indication at present of its being used for fuel in any section of the country before the winter is over. Consumption has increased so rapidly during recent years that its approach to the actual production has raised the price to a very profitable figure for growers.

PROMPT action by shippers and receivers of the Northwest in opposition to the enforcement of the rule recently issued by the C. & N. W. R. R., requiring the loading of all cars to the minimum capacity regardless of the capacity of the car asked for, has induced the freight officials of that road to brand the rule as a mistake and recall it. There are times when the shippers really arise to the occasion and work earnestly and systematically for the protection of their rights and interests. It seems that the day is at hand when organized effort through associations and leagues is more necessary to the promotion and protection of the business of the small and medium-sized shipper than ever before.

THE GRAIN and hay shippers of the country, whose interest as shippers has long been championed by John B. Daish of Washington, D. C., will be pleased to know that several organizations—the Grain Dealers National Ass'n included—have endorsed him for a position on the Interstate Commerce Commission. We do not know that Mr. Daish is an avowed candidate for the position, but we do know that his long experience in the grain and hay business and his knowledge of law bearing on shipping thoroughly fits him for a place on the Commission. The Commission as made up at present is composed principally of lawyers and politicians. We feel certain that Mr. Daish's wide circle of friends in the hay and grain trade will hasten to write the President endorsing his candidacy.

NORTHWESTERN agitators are again out with groundless charges against the work of the different grain inspection departments and shouting loud for federal inspection. Senator McCumber of N. D., has learned a thing or two since his last speech which was filled with many false statements, but it is very likely that, in order to provide sufficient buncomb for his constituents, he will have to make another speech of the same character.

EACH winter brings the closing tightly of gas engine rooms and hence the greater danger of explosions of gasoline. The first report of such a disaster comes to us from Ontario, where a small leak that was readily dissipated when the engine room was well ventilated during the summer months, caused an explosion which resulted in the quick destruction of the elevator. If you have a leak in your gasoline engine tank or supply pipes, the time to remedy the defect is to-day, and by all means do not use a lantern to conduct the work.

THE COMMERCIAL Club of Lamberton, Minn., has undertaken the formation of a co-operative farmers' elevator company to do business at that place. This may result in the building of a new elevator and the inauguration of a grain buying fight which will result in more grain being drawn to Lamberton for a time, but eventually some one must bear a big loss to make good the money paid out in the overbidding contests. How much more profitable would it be to the farmers in that section and to the merchants of Lamberton, were they to invest their money in the provision of better seed grain, to educate the growers as to what is desirable seed grain for that locality and how best to secure the largest yield therefrom. However, the history of the world contains many examples of successful merchants who have wasted their resources in misguided schemes whenever they venture from the rut of their own business, and this seems to be another case of it.

THE farmers of western Canada instead of building elevators when disgruntled by the price paid by local elevator operators, ship their grain thru the local elevators at the regular rate of 1½¢ per bushel. In this way the farmer does not run the chance of any heavy losses thru the mismanagement of a co-operative elevator as he can store his grain for a reasonable time in the elevator, if desired, for 1¢ per bushel for each 15 days. This method obviates the necessity of expensive organizations and buildings and does not result in the building of more grain elevators at a station than the business justifies. It is also better for the elevator operator, because after suffering losses on a few

shipments in the way of short weights and losses due to deterioration in quality, the farmer has a clearer view of the regular shipper's possible profit. After a little experience in shipping he voluntarily makes allowances for the regular buyer which he would not do before.

PAYING TWICE FOR MORTGAGED GRAIN.

Recent advices from Strouston, S. D., are to the effect that a number of elevator men in that vicinity have recently been duped by a smooth sharper, who after mortgaging grain to its full value, hauled it away after dark and sold it to elevator men at neighboring towns with the result that the elevator men must pay for the grain a second time.

Business of this character is neither pleasant nor profitable to the elevator men, but unless they exercise extreme care and scrutinize to an irritating degree the right of every farmer to sell the grain he hauls to their door, they must be caught occasionally. It is evident that the sharper in this case intended to swindle every one he could, as he abandoned his wife and left numerous creditors in the lurch.

If the selling of mortgaged grain or grain covered by a lien of any kind was made a penal offense, grain men would be imposed upon less often by tenants and bankrupt farmers. The drafters of many of the laws seem to have had in mind only the right of the landlord to protection from the swindling operations of tenants. It did not matter to them that the loss should fall on the grain buyer. All they sought thru legislation was to protect the landlord from loss. The present law in most of the states is unfair, unjust and should be changed.

SEED CORN SPECIALS.

Thru the intervention of state and local grain dealers assns., in different sections of the country, a number of railroads will run special trains over their lines early next year for the purpose of disseminating information regarding the proper selection of seed grains and the advantages to be derived by the exercise of care in this work.

The benefits accruing from the trains handled by the Iowa Grain Dealers Assn., last spring stirred up so much active interest in the subject of improved seed corn that the entire state as well as the railroads contributing the trains have profited largely by the campaign of education conducted.

Last week Secy. Wells of the Iowa Assn., and Prof. Holden of the Iowa Agricultural College arranged for another lot of seed corn specials to be run over roads crossing Iowa, early next year.

The Nebraska Assn., is also working

to conduct a similar campaign of education, and already seed corn specials have been secured, as noted in our Nebraska column this number.

Seed wheat specials will be run in the Northwest likewise, and no doubt the average yield per acre in all sections will be materially increased as the result of this active campaign.

The subject is one of direct interest to every one identified with the grain trade and especially to country buyers who should utilize every opportunity to extend the influence of the seed corn experts. By so doing they help the farmers to help themselves. There is no doubt that the farmer can use all his energies to better profit and advantage in promoting his own business than he can in contributing funds to co-operative schemes which help the promoters more than any one else.

It is dollars and cents in your pocket, Mr. Country Shippers, to familiarize yourself with the work and methods of the seed grain experts, secure samples of perfect seed as well as literature, circulate it yourself, talk to your farmer patrons and induce your local newspapers to distribute sane suggestions along the line of increasing the yield from present acreage.

UNIFORM BILL OF LADING.

Notwithstanding many of the trunk line carriers deny any intention of making marked change in their rates, some of them continue to force the so-called Uniform Bill of Lading upon unposted shippers, who, in ignorance of their own interests and rights, are accepting the Uniform Bill of Lading and relieving carriers of all their common law liabilities.

The shipping public is not opposed to the adoption of a uniform bill of lading, in fact it has agitated in favor of such a bill time and again, but it is opposed to the adoption of such a bill being used as a ruse to advance rates 20 per cent. Many shippers have been asked to sign the Uniform Bill of Lading and thus relieve carrier from all its common law liabilities. Those who have demurred have been permitted to ship without signing away their rights. The carriers reason that even tho they induce but one-half the shippers to sign the bill and release them of further common law liabilities, they will still be much better off and avert losses due to their own carelessness in handling shippers' freight.

The move to adopt the Uniform Bill of Lading over the entire country met with such prompt and general opposition that the railroads quickly abandoned the effort, and for some time have contemplated its enforced use in official classification territory only. But, if we

mistake not, the shippers of this territory are wide enuf awake to prevent this organized extortion and will be represented as strongly at Washington next Thursday as they were at Chicago this week. Those who cannot attend the hearing should write to the Commission at Washington protesting vigorously against the three objectionable features of the bill, to wit: The 20 per cent extra charge for assuming common law liabilities, the "NOT NEGOTIABLE" feature, and signing the contract.

Be it said greatly to the credit of the Chicago & Grand Trunk Ry., that it is in no wise a party to this last subterfuge of the trunk lines to increase their freight receipts. The Grand Trunk gives a clean bill of lading, which is in reality a receipt for goods to be transported from ——— to ———. It contains no conditions designed to relieve carrier from its common law liabilities or to embarrass shippers who try to secure payment for losses.

INCENDIARY FIRES.

About one year ago two men were arrested in different sections of the country charged with setting fire to grain elevators, the motive in each case being spite pure and simple, and apparent to every one who knew the culprits. Yet, in each case, if we mistake not, the offenders were able to escape punishment for their crimes thru technicalities of the law. At the same time a man in Illinois was acquitted of the charge of burning a flour mill on a small technicality.

This same individual, whose destructive career is told of in the Illinois news column this number, was recently captured while setting fire to a grain elevator at Lewistown.

So much damage has been done during recent years by fire bugs and kidnappers that public sentiment is slowly coming to the point of demanding more vigorous punishment of criminals of this class. The Ohio Insurance Marshal, whose duty it is to investigate the cause of every fire, has stated on one or two occasions that at least one-half the fires occurring in that state are of incendiary origin.

The individuals who happen to be the object of the fire bugs spite are not the only sufferers. The insuring public and the insurance companies must make good a part of the loss to the property owner. If the punishment for incendiarism was made harsh enuf to discourage this crime, then property owners would be able to secure insurance at a much lower figure.

A "pure seed special" lecture train will be run by the Northwestern road in South Dakota and Minnesota, carrying professors of the South Dakota Agri. College. The special will begin its tour Dec. 12 or 15 and continue for 2 weeks.

Letters From Dealers

BIG SHRINKAGE IN CORN.

Grain Dealers Journal: The financial condition of the farmers is causing them to be very slow in putting their corn on the market, which we think is an advantage to the elevator men, as the corn in this section contains a great amount of moisture, altho in better condition as regards quality than last year.

We weighed a 2-bu. grain sack filled with new and with old corn. Full of new corn it weighed 84, emptied and refilled with old corn it weighed 69 pounds, showing the shrinkage to be 15 pounds, which we are pleased that the farmer desires to stand by placing it in cribs himself.—Carrol Elevator Co., Decatur, Ind.

MUST SHIPPER STAND LOSS?

Grain Dealers Journal: In answer to the Stockbridge Eltr. Co. I wish to explain that the Bs-L. in the case mentioned did not show a 9c. rate, but that was the rate at which the grain had been carried for some years, and even the station agent affirms that he was never notified of any increase. It seems to have been covered wholly by the tariff of the connecting line, altho our road must have concurred in it. The latter has taken the matter up for us, and I think we shall be able to avoid payment of the due bills, but the point is one on which, as a general proposition, we want to be informed for the future.

We feel indebted, however, for the point raised as to rebates. The idea had not come to our minds that absence of notification might be utilized for an excuse to grant rebates to a favored shipper in a legal way, but we can see now how it cud be done, and we don't wish to aid in any such scheme. We are trying to do our business on the square and want to see others do the same.—C. M. C.

EFFECT OF NEW RULES GOVERNING COMMISSIONS.

Grain Dealers Journal: The adoption of rules by a number of exchanges this season affecting commissions, interest, etc., raises the question in the minds of many who have been operating under special agreements as to whether or not they will be allowed to continue as heretofore. Among these are some who have arranged their affairs to suit the new order of things; but the fact is they are not compelled to pursue such a course, for no board of trade or commercial organization of any kind has the right to make a rule which will vitiate the contract that that one of its members has with another person, even tho that contract be only a verbal agreement. When there has been an understanding at the beginning of the crop year that the business of a shipper is to be handled by a commission merchant during the season upon certain terms, this arrangement is good for the period specified unless dissolved by mutual consent.

It is, however, better all around to have uniformity in the matter of commissions, etc., and no shipper can reasonably feel elated over obtaining any concession from the regularly prescribed rates; for if he

secures a drawback of a certain amount, how can he know but what his competitor has obtained one of a greater amount? In the answer to that question is the kernel of the whole matter, so far as the interests of favored ones are concerned; while there is, of course, a host of arguments on the other side with which all business men are more or less familiar.—F. M. F.

GRAIN LOST AT CITY TEAM TRACKS.

Grain Dealers Journal: I was greatly amused to read in the Journal an item called forth by the disappearance of grain from teamsters' wagon in Cincinnati, while the schooners were passing "over the Rhine," but it occurs to me that this is not so very funny after all. I should not wonder if the same thing is taking place in every one of our large markets. Any person who has occasion to pass thro the district that skirts the team tracks, no matter what city he may be in, will find a goodly number of saloons, at the side of which is usually drawn up a line of wagons containing bulk freight of all kinds, that have been halted to allow the drivers to refresh themselves before going on.

Among these, of course, is now and then a grain wagon. Many of the saloons are low looking resorts, and as the wagons are left wholly unguarded, it would be an easy matter for people connected with the houses to steal out from the rear, scoop quite a lot of grain off the top of the load and scurry back without being seen. It is barely possible, also, that something of this kind may be done with the connivance of the drivers in return for drinks. Would it not pay some of our boards to look into the matter in their various markets?—O. M. Frasur.

FREE ADMISSION OF CANADIAN GRAIN.

Grain Dealers Journal: Some grain dealers are said to be opposed to removing the tariff on grain in the fear that the markets of this country will, in times of plenty, be flooded with wheat and barley from over the border, and that prices will be very low. That any abnormal decline would be caused by such an influx is not certain, for when prices here fall below an export basis the movement of Canadian grain would be along its old channels to the seaboard; but, even granting that the worst fears were realized, wud low prices bring any loss to the country eltr. man? I think not.

The latter is always a bull, it is true, and rejoices at every upward turn to the market; but if the average dealer will look back over the years past he will find that, as a rule, he bot on larger margins of profit when the market was down than when it soared. A long period of dullness always discourages the farmer from holding for a rise, and he is willing to take a fair price for his grain; but as soon as values start on a skyward course what is the effect on him?

He throws up his hat for war-time prices, and if he does not hold his grain he either is unwilling to dispose of it except at a narrow shipping margin, or he consigns it himself. In view of these facts and more of the same that might be enumerated ad infinitum, it would seem to be the part of wisdom for country shippers to help Canadian grain to come in rather than to aid in keeping it the other side of a tariff hedge.—F. R. Ewing & Co.

Asked— Answered

AN EXPLANATION ASKED.

Grain Dealers Journal: I am glad to know that the Louisville Board of Trade is active in opposing the adoption of the new uniform B-L, but it seems to me that it had better clear up some of its past record before attempting to aid in carrying a case before the Interstate Commerce Commission, which it has vilified and slandered time upon time.

To illustrate: 3 or 4 years ago it sent out circular letters to the mercantile exchanges of the country urging them to join in a protest against the bill then before Congress, giving the Commission power to enforce its findings. This measure was called the Cullom Bill and was essentially the same as the Cooper Bill.

It was generally understood that the action of the Louisville Board was taken at the instance of the Walker Hines, V. P. of the L. & N. R. R., and so far as I am aware its only effect was to bring a number of organizations, such as the Chamber of Commerce of this city, into line for the legislation. Has that Board changed its views, now that its members find themselves obliged to go before the Commission for relief against the scheme of the R. R.'s, as stated by a correspondent of your valuable paper, to raise their rates 20 per cent?

I should like to hear from some Louisville grain dealer with an explanation. If that Board has thrown off R. R. control, it ought to go on record now as in favor of the Cooper Bill. I believe every Congressman from this state is in favor of it, and those from Kentucky ought to be.—A. D., Wilmington, N. C.

IS SHIPPER LIABLE FOR LOSS ON CARLOAD?

Grain Dealers Journal: We have a very peculiar case regarding which we should like the opinion of several experienced readers of your Journal. We purchased from an Oklahoma shipper 10,000 bu. of wheat, buyer's routing. We ordered part of it billed to our station, the balance in a different direction to finish filling a sale to a local mill in Missouri.

The seller shipped a part of the wheat, attaching invoices to drafts, and when the first shipments arrived we had an opportunity to place one car on shipper's weights. We so informed the shipper, who replied that his weights as invoiced were not to be relied upon. The shipper also stated that he still owed us one more car to be shipped to the mill in Missouri, and that he would ship it promptly.

Relying upon his statement, we sold our surplus wheat. The market advanced; the shipper failed to forward the last car to the Missouri mill; and a loss to us of over \$100 resulted before we knew that the car had not been shipped. When final returns were made it was found that the contract was short-filled only about 250 bu., but inasmuch as the shipper told us that his invoices were not to be relied upon and that he still owed us another car and would ship it to the mill,

we suffered loss on an entire car load; consequently, we think the shipper should reimburse us to the extent of the market difference on a minimum car load because the loss was forced upon us by him solely because of his statement regarding the invoices and his promise to ship another car, which he failed to do. The shipper thinks he should pay only on the actual amount which he was short on the contract, notwithstanding the fact that he caused us to lose on an entire car load.

Will the readers of your paper kindly express through your "Asked and Answered" column their opinion in a peculiar and unfortunate instance of this kind?—A. H. Bennett.

ARE STILL MEMBERS.

Grain Dealers Journal: In reply to question asked by one of the Journal's readers I would state that Karger Bros. are still members of the Milwaukee Chamber of Commerce, in spite of the evidence brought out before Court Commissioner Schreiber. It is not for me to judge the case, but I feel that the Exchange hurt its reputation by not going into the facts more fully than it seems to have done. The directors claim, I believe, that there were some extenuating circumstances by which their action was governed. Certainly, the policy of the Milwaukee Chamber always has been to punish all offenders whose guilt is proved.—Milwaukee.

FORM FOR FILING CLAIM.

Grain Dealers Journal: I noticed a query published in your Sept. 25th number from a New York dealer asking for a form for filing a claim with railroad company. Enclosed herewith I send you a form for filing a claim for overcharges for freight, which we have used successfully for a number of years.—Tingley Bros., Columbus, O.

SELLER'S RIGHT UNDER CONTRACT?

Grain Dealers Journal: A sells B 10,000 bus. of oats at 30c per bu., basis October shipment, future months $\frac{1}{8}$ c per bu. per mo. or fraction thereof after October, shipment to be made at buyer's option, seller to have ten days notice of shipment. B does not order out the grain until Oct. 25th, and on account of other business A is forced to take the entire ten days in which to ship, entire contract being loaded out by A on November 3rd. A contends that he is entitled to the $\frac{1}{8}$ c additional inasmuch as he was unable to make shipment during October and was entitled to ten days in which to ship. B argues that he should not be charged the additional $\frac{1}{8}$ c, as he ordered out the grain during October. I would like to have the opinion of readers of the Journal on this point.—Very truly, A. B. C.

Grain Dealers Journal: In my judgment A is only entitled to 30 cents per bu. on the 10,000 bus. I think B, in ordering out the oats Oct. 25, covered his part of the contract for October shipment.—A. A. Cunningham, Tiffin, O.

Grain Dealers Journal: A is entitled to the $\frac{1}{8}$ c per bu. A complied with his part of the contract and shipped within the prescribed 10 day limit after he received his shipping directions and as this brought the shipment into the month of November, he would be entitled to his storage charge. Had B ordered the oats out 10 business days before Oct. 31st he would then have had no charges to pay.—Very truly yours, W. E. Sheldon, Jackson, Mich.

Grain Dealers Journal: In my opinion A is entitled to the $\frac{1}{8}$ c premium as the day of limit did not expire until Nov. 4. Had B expected to get the oats at original contract price he should have given A notice not later than Oct. 21, as oats were to be shipped at B's option and A

OFFICE OF TINGLEY BROS.

Claim No. COLUMBUS, OHIO,190....

CLAIM FOR OVERCHARGE IN FREIGHT Against the.....Line

In care of.....Agent.....

On Car.....Line Number.....

Ex.....from.....190....

Rebilled.....to.....

We paid freight on@.....\$

Freight should be on@.....\$

Amount due TINGLEY BROS.....@.....\$

PAPERS ATTACHED, SHOWN BY CHECK:

Original Bill of Lading.

Duplicate Bill of Lading.

Receipt for Bill of Lading.

Bill of Lading Surrendered to R. R. Co.

Original Expense Bill.

Duplicate Expense Bill.

Certificate Outturn Weight.

Certificate of Loading Weight.

REMARKS.....

Kindly give this matter your prompt attention, and remit amount shown due us as soon as possible.

Yours respectfully,

TINGLEY BROS.

could make no arrangement for the shipment until advised by B.—Bennett Taylor, LaFayette, Ind.

Grain Dealers Journal: My opinion is that A is entitled to 30½ for the 10,000 bus. oats sold to B. B should have ordered the oats loaded out not later than on Oct. 21, which was the last date to fill the October contract as per terms. A was entitled to 10 days' notice of shipment; and as there was only 6 days in October, after notice, the contract would be November terms.—Elmer S. Shearer, Cullom, Ill.

Grain Dealers Journal: I think that A is entitled to the ½c additional price on the oats. If B didn't wish to pay more than 30c per bu. for the oats it was his privilege to order them out early enough in Oct. so the ten days time for shipment would expire previous to Nov. 1; and as A was entitled to ten days for shipment he was within his rights in shipping Nov. 3, and is clearly entitled to the ½c a bu. extra.—B. P. Hill, Freeport, Ill.

Grain Dealers Journal: In this transaction A gives B an option to call upon him at any time in the future for 10,000 bus. of oats at 30 cents per bu. by giving A 10 days' notice. A having 10 days to ship the oats; and in consideration of that option B agrees to pay A a premium of ½ cent per bu. per month or fraction thereof after the month of October.

It does not matter if A is busy or not, neither does it make any difference whether he shipped all or any part of the oats in the month of October; since all that A was required to do was to ship within the required 10 days, which he has done, having shipped the entire amount by Nov. 3. I hold that A is entitled to ½ cent per bu. premium for the fraction of the month of November.—Geo. H. Hubbard, Secy.-Treas. Mt. Pulaski Grain Co., Mt. Pulaski, Ill.

Grain Dealers Journal: We presume that future months was to be at a ½c per bushel "additional" to the original purchase price, although the statement does not mention it. Granting that this was the understanding between them, I would decide where the clause is inserted "Seller to have 10 days' notice of shipment" that when B failed to give A notice to ship in the oats 10 days prior to the expiration of the month of October, then I would decide that B is obliged to pay the ½c per bushel additional inasmuch as he did not give A 10 days' time to get the oats shipped out the month of October.—C. A. Foster, Pittsburgh, Pa.

Grain Dealers Journal: I take it that A has a right to charge ½c bushel additional premium. Should B have ordered the oats loaded on or before Oct. 21, which would have given A full 10 days notice of loading, in that event, no matter when A would have been able to have loaded the oats, he could not have charged any addition. However, I take it that it would be incumbent upon A to show that he ordered the cars promptly and in due form, immediately upon receiving the notice from B to do so, and that the cars were loaded at the earliest possible moment after they were received or set in for loading and in no manner was the loading delayed by A.—E. L. Waggoner, St. Louis, Mo.

A starch factory and flour mill costing \$500,000, will be built, it is said, by the Compania Harinera at Mexico City.

Crop Reports

Washington, D. C., Dec. 1.—November was a mild and exceptionally dry month. In the principal corn states the weather has been favorable for husking and cribbing corn, the reports indicating that this crop is of exceptionally fine quality. Winter wheat has been unfavorably affected by drought over the greater part of the winter wheat belt, the condition of the crop being less favorable in the Ohio, central Mississippi, and lower Mississippi valleys. Considerable damage to the early sown wheat by the Hessian fly is also reported from Nebraska and Missouri. Notwithstanding the drought the general condition of the crop in Kansas, Iowa, and Illinois is good.—Gov't Report.

Decatur, Ind., Dec. 3.—Last week the continued dry weather depreciated the appearance of our growing wheat more than any time this fall, and with a week more of similar weather will surely do a great damage, in fact, will destroy some fields. The financial condition of the farmers is causing them to be very slow in putting their corn on the market. We figure that there yet remains in the farmers' hands 85 per cent of our oats crop, which will give us a steady daily business until the new crop arrives or conditions change.—Carroll Eltr. Co.

Des Moines, Ia., Nov. 28.—We have had the best weather in Iowa the last five weeks for curing corn I remember in my experience. There has been practically no rain in that time, and although temperatures have been slightly above normal, mornings have been frosty and conditions nearly ideal. Iowa will have about 300,000,000 bu. of corn this year. The government was under that, but we have a larger area in corn than credited to us, close to 9,000,000 acres. More corn will be left to ship this year, although feeding from the new crop has been going on practically since Sept. 1. There is, however, less stock to be fed this year. Some seasons about 80 per cent of the crop is fed, but this year the amount will be considerably less. There is a large crop of oats in the northern part of the state, the total in the neighborhood of 100,000,000 bu. of better quality and heavier than usual. We raised only about half a crop of spring wheat, and our acreage was only about 750,000 acres.—J. R. Sage, Director Crop Service.

Belle Plaine, Kan.—It is very dry and dusty here. Wheat crop is about ½ up and looks poor. It has not rained over ¼ in. since Sept. 2. I have lived here since 1872 and never saw it so dry. Wheat is practically all out of the farmers' hands and selling at from 90 to 98 cts.; about 30,000 bus. in speculators' hands. Corn is scarce, selling at 40 to 42 cts. Feed is scarce, baled hay selling at \$6.50 per ton.—Alex. Knott.

Columbia, Mo., Dec. 5.—The acreage sown to wheat this fall is 10 per cent less than the acreage seeded in 1903, making the total acreage for the State approximately 2,323,000. There has never been a season when good preparation of the soil showed to so great an extent as does the present crop. On account of the continued drouth in all parts of the State the wheat has made very little top growth, but where the land is well prepared it has made a good root growth, and if it can go into the winter with a covering of snow that part of the crop will be in good condition. In fields where the land was plowed late and not well pulverized, the crop has suffered severely from the drouth, which has existed throughout the State for several weeks, and that part of the crop is in very poor condition. The average condition by all correspondents reporting is only 73, which is 12 points below the average one year ago. Very few correspondents report any damage from insects. The dry weather and late seeding have prevented any serious damage from the Hessian Fly this year. A large portion of the corn crop was very late, but the dry weather, with occasional frosts, gave time for most of the crops to fully mature. Most of the corn is of excellent quality, but some of the late corn is soft and the average quality for the entire crop is 81 per cent, which is only two points below the average quality of the crop for last year. On account of excessive wet weather in the spring and some loss from overflow, the acreage of

the present crop was about 6 per cent below the crop in 1903, which makes a total acreage for this year of approximately 6,647,000. For the entire acreage of the State the average yield is 26.7 bus. per acre, which is 3 bus. below the average yield for last year. The total yield for the State is approximately 177,576,000 bus., or about 38,000,000 bus. less than the previous crop. The average farm price for new corn is 42 cents per bus., which is nearly 5 cents above the average price one year ago. The yield of oats was 15,000,000 bus.; of hay, 5,670,000 tons; of flaxseed, 166,000 bus.; of rye, 257,000 bus.; and of buckwheat and barley, each 30,000 bus.—Geo. B. Ellis, Secy. Missouri State Board of Agri.

Tilden, Neb., reports the biggest corn crop ever raised in that part of the country.—E. C.

Columbus, O., Dec. 1.—The corn area this year was a good average in amount compared with a number of years past, but the product per acre is below an average, and considerably lower than Ohio, is able to produce under more favorable conditions; however, the total product for the state, nearly 92,000,000 bus., is a remarkably good showing, considering that many counties produced very lightly, but it occurs that where production is lightest it is in counties having large corn area show good and even excellent production, and this accounts for the good result on the whole. Some of the abnormally large crops for this state have exceeded 110,000,000 bus., but many more have been less than this year's crop, so that on corn production there is no good reason to complain. The condition of wheat is far from satisfactory or encouraging. The extreme and long continued drouth has prevented growth, and the plant is now, very generally, weak and thin on the ground and very far from being in proper condition for going into winter. While there are some fairly bright and healthy looking fields, a great many are still bare, and some with no prospect of life. The plant has gone back 12 per cent since the report of Nov. 1, and fly is now reported in nearly every county of the state. In some counties the damage from fly is estimated as high as 10 per cent, but in the great majority of counties the damage is estimated at less than 5 per cent. The average for the state is 3 per cent. The present prospect for the wheat harvest of 1905 is quite discouraging, and, should the winter be severe, there will very likely be another reduction of wheat area by plowing up in the spring. The condition of the growing wheat is 75 per cent, and the amount of the last crop, sold as soon as threshed, 42 per cent. The yield of corn per acre was 30.8 bus.; and the average date of beginning cribbing Oct. 21.—M. W. Miller, Secy. Ohio State Board of Agri.

Toledo, O., Dec. 8.—The condition of the growing wheat crop is not at all encouraging. Wheat has been suffering for the past several weeks in view of the lack of moisture. For the past couple of months the prevailing drouth has wrought much damage. There is little damage reported from fly.—H. D.

Lawton, Okla., Dec. 1.—Unless we soon have rain a greater part of the wheat in central and western Okla. will have to be plowed up. Most of the wheat in the western and central part of the state was a failure this year, and if present exceedingly dry conditions continue a short time longer there will not be much wheat in Okla. in another year. About 2 per cent of this year's crop still in the farmers' hands. Our corn crop 30 to 50 bu. to the acre, but a very small acreage.—Humphreys Mill & Eltr.

Dallas, Tex., Dec. 6.—C. L. Moss, a prominent dealer of Dallas, says: "This rain we are having will prove vastly beneficial to the grain crop, but to this time there has not been enough of it, but prospects are good for more. The wheat crop is in good condition but needs more moisture to insure a good growth, as it is growing slowly and a good, plentiful rain would make it take on a good start."—J. S. W.

The Warner Sugar Refining Co., of Waukegan, Ill., threatens to bring suit against the Corn Products Co. for alleged infringement of patent.

Oats have been unusually dull, the fluctuations of the May option at Chicago for the month of November never getting above 32 nor below 31 cents.

Uniform Bill of Lading Hearing.

Last Monday three members of the Interstate Commerce Commission namely, J. C. Clements, C. A. Prouty, and J. W. Fifer, met in Chicago to grant the hearing asked for by the different shippers' assns. on the Uniform Bill of Lading which Trunk Line carriers propose to use after Jan. 1, 1905.

The Illinois Manufacturers' Assn., was represented by Levy Mayer, who took the lead in the fight for all different shippers' assns. interested. He was supported by Jno. B. Daish of Washington, Counsel for the National Hay Assn., and Pres. of the American Shippers Assn. Nearly all the large shipping interests of the country were well represented and it became necessary for the Commission to adjourn to a larger room in order to accommodate the auditors.

C. B. Jenkins, Marion, O., J. W. McCord, Columbus, O., and Grant McMorrin, Paris, O., represented the different shippers and grain dealers assns. of that state. C. B. Riley represented the Indiana Shippers' Assn., and the Indiana Grain Dealers' Assn. Messrs. Brandeis, Williams and others represented the Louisville Board of Trade, W. M. Bell the Milwaukee Chamber of Commerce, A. J. Toomey the New York Produce Exchange and G. A. Stibbens the Grain Dealers Natnl. Assn. The millers, the lumber dealers and many other lines of manufacture were represented by strong delegations, so that when the meeting was called to order the railroad representatives began to appreciate the fact that the shippers were dead in earnest in their opposition to the so-called Uniform Bill of Lading.

Levy Mayer made the opening address, in which he showed the many disadvantages and expenses which would come to the shipper thru the adoption of the so-called Uniform Bill of Lading and branded it merely as another effort of the railroad companies to increase their earnings on watered stock. It was shown by volumes of evidence that the "NOT NEGOTIABLE" feature of the proposed bill of lading would greatly interfere with all lines of business and prove especially burdensome upon that class of small shippers who must depend entirely upon the value represented by the bill of lading, in order to secure a discount of the draft against same. Large shippers, who have large credits, could readily secure discount of draft without attaching bill of lading. Evidence was also introduced to show that many banks would not discount drafts attached to "NOT NEGOTIABLE" bills of lading.

Attorney Mayer showed that the 20 per cent increase in freight rates, which would result, should shippers ask carriers to assume their common law liabilities, as at present, would increase the amount of freight paid the carriers of the country about \$268,000,000 annually. On the other hand he showed that the gross freight receipts of the different railroad companies exceeded \$1,500,000,000. The total amount of damage claims paid by the railroads aggregated but \$13,000,000 annually, or considerably less than 1 per cent of the freight receipts.

The representatives of the railroad companies tried in vain to defend their adoption of the Uniform Bill of Lading by denying any intent of a change in actual practice. They claimed that the 20 per cent clause had long been printed in their official schedule, but they were unable to convince either the Commission or the

shippers in attendance that their honest intention was other than stated by the printed provisions of the new form.

The sympathy of the Commission seemed to be with the shippers, and Commissioners Prouty and Fifer asked many pointed questions of the railroad representatives. Commissioner Prouty, in his questioning, branded the 20 per cent clause as an effort "to hold up the shipper for all he had and then demand 20 per cent more."

The only real excuse presented for the adoption of the Uniform Bill of Lading was advanced by Frank G. Firth, Chairman of the Uniform Bill of Lading Committee, who claimed that the committee received the recommendations from the National Assn. of Station Agents, who complained of having to handle bills of lading ranging in size from a postage stamp to a blanket. He also maintained that the Interstate Commerce Law was designed to establish uniform rates and that this could not be accomplished without the establishment of uniform conditions of shipping, hence it became necessary to adopt bills of uniform size and uniform provisions. Accordingly the committee had drafted the proposed Uniform Bill of Lading and intended to put it into use on January 1st, in fact many roads have already been using it.

No representative of any shipping interest objected to the adoption of Uniform Bills of Lading, in so far as size and conditions were concerned, but they did object, to a man, to having their business handicapped and taxed to death simply to secure the Uniform Bill of Lading.

It seems that the carriers are determined to escape, not only their liabilities under the common law and state and federal statutes, but they also desire the shipper to sign away all rights and interests, either in this world or the world to come. Revenue must be secured for paying dividends on watered stock.

After three days devoted entirely to the hearing of evidence on the Uniform Bill of Lading, the Commission adjourned to meet next Thursday in Washington, D. C., to give the railroad companies an opportunity to present further evidence. It is to be hoped that the shippers will continue to

show as much interest in the fight being made on the bill and thereby protect their business from the contemplated extortion.

Cullom on Rebates.

Shippers who find themselves handicapped and barred from doing business by discriminating rates will be pleased to know some members of Congress as well as the President are greatly incensed by the continued discriminations of rail carriers.

In a recent interview Senator Cullom, the framer of the Interstate Commerce law, said:

"No more vicious practice prevails in our industrial life, none more fruitful of disaster than the granting of rebates and discriminating rates to favored shippers by our common carriers.

"I do not believe it possible, because of the position taken by the lawyers in the Senate, to enlarge the powers of the Interstate Commerce Commission in this direction. The lawyers take the position that whatever is done in the way of restricting the power of railroads to control their rates must be through the courts. They are unwilling to clothe any commission with such power.

"In whatever manner the problem of establishing reasonable rates may be worked out the most pressing question in interstate commerce that now confronts us is one which means most to our commercial and industrial expansion, the suppression of rebates and the correction of abuses growing out of discriminations based upon the use of private cars, private terminal tracks and sidetrack systems.

"Rebates and kindred discriminations can easily be carried by the railroads to the extent of stamping out business enterprises and towns and cities. Great trusts and corporations have been built upon privileges granted by railroads. Business men, industrial plants and cities have been ruined by rebates enjoyed by competitors. The fact must be plain to everyone that if we are to have lasting success, if business is to have the stimulus of competition, if the interests of the consumer as well as the producer are considered, all must be upon equal footing."



"It seems to me that you have not given the shipper any alternative. Not wishing to insure shipments and accept your common law liability, you have prescribed a prohibitive rate for so doing. You might as well hold a pistol to a man's head and

take away his money, and having done so insist that he had the alternative to refuse to give it to you.—Commissioner C. A. Prouty, at the Uniform Bill of Lading hearing before the Interstate Commerce Commission.

Observations.

BY TRAVELER.

Some grain dealers are known to be guilty of an action which cannot be too severely condemned, viz.: that of giving to farmer friends at other stations the name of a "reliable" commission house to which they can ship. Probably this is done thru mere thoughtlessness of the interests of the buyers, who will be unfavorably affected in their business by the disturbance that usually follows in the wake of farmers' shipments, but they can hardly plead this as a valid excuse. The best they can do is to take care that it does not happen again. I am led to refer to the matter from the fact that two such cases, both of which made trouble, have come to my attention within a fortnight.

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Commission' firms that make advances to country eltr. men look upon it as unfair, to say the least, when the latter use the funds obtained from them to buy grain and sell it to track buyers. No one has any right to object to a dealer's getting all he can for his stuff; and few, if any, receivers will kick if, while using their money, he does a reasonable amount of selling on track; but they feel that if he keeps this up weeks at a time, as a great many shippers do, he should return their money. Payment of interest does not count for anything as an off-set, for the reason that receivers are themselves obliged to secure large loans from the banks during the period when grain is moving freely, and the interest received on advances has to be paid right out again. Any dealer will find that in the long run it does not pay him to be inconsiderate of the rights of commission houses in this respect.

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The traveling agent of a commission firm which sends out supplies pretty liberally to its shippers, including various kinds of grain tables with its card printed on the covers, states that his house is overwhelmed with requests for these "ready reckoners" from people with whom they never have done any business and never expect to, especially the agents of line companies. Even the farmers are now calling for the books and write very indignantly referring to the elevator "trust" when they do not receive them. As far as legitimate members of the grain business are concerned, the firm mentioned tries to supply them as a matter of trade courtesy, but these requests from others than their own customers seem to them a trifle cheeky, and they feel tempted at times to ask the beggars why they do not obtain such supplies from some concern that makes a specialty of furnishing them on a cash basis.

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I do not know that I ever saw in such condensed form so much good advice respecting the proper care of gas engines as the "pointers" given by C. A. McCotter in the Nov. 25th copy of the Journal, and I found especial point to his remark that "A wooden floor in your engine room after one year's use is a menace to your property"; because on the very day that I read this I called on a dealer whose engine room was entirely of wood, and one end was jammed full of all kinds of stuff, including waste that had been carelessly thrown there. It was a small build-

ing set tight against his elevator, and if a fire got any headway there it would soon be beyond control. I did not say anything at the time, or in fact think much about it, as I did not see the Journal until evening, but the next day I sent him a clipping from the paper, and I hope he will profit by it. I mention this matter particularly, as I know of quite a good many elevator men who might derive benefit from McCotter's pointers, if they would read them and apply them right.

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In looking through a new list of grain dealers I came across the name of the proprietor of a lone elevator at one of the stations in the Red River Valley, which called to mind one of the most singular and at the same time common-sense transactions that I have ever known in the grain trade; for this buyer, who is now on the prairie all by himself, was at one time the terror of a large primary market. There, while undoubtedly a regular dealer and well enough liked by his competitors for his generous qualities and irrepressible good nature, he was known as a "plunger" and was almost constantly in a state of exuberant bullishness which kept the market in well nigh perpetual commotion. Occasionally, it is true, after sustaining a heavy loss, he would settle down for a short time and things went smoothly, but sooner or later he would break out again; and, after standing it for two or three years in a spirit of martyr-like resignation, the other dealers got together and bought him out at a big price, with the understanding that he was not to ship from that station again for a period of years. Why they didn't give him a life sentence I never knew, but I believe they will regret their leniency; but at any rate he has been disposed of for a time, and the circumstances furnish in many respects an excellent object lesson. If an apple of discord is flung among you, it is better to quarter it, pay for your share and eat it, if possible, than to try to throw it back.

It has been our aim to make the trader's life a happy one and his visit both pleasant and profitable. Having done this for the past number of years, combined with the "side business" of cashing checks both good and bad for our friends and their friends, going on bonds, paying fines, and "standing good" in the police court for some of the strenuous and belligerent traders, and even going to the length of buying their railroad tickets home, we assure you that we have our hand in and want to keep up the good work.—J. G. Lonsdale & Co.

Senator Hansbrough of North Dakota says: The farmers of the northwest are not in sympathy with the efforts which are being made to secure a treasury department decision favoring the wholesale and indiscriminate importation of Canadian wheat in bond. A scheme for the shipment of wheat in bond, such as the millers are favoring, the government relying upon the affidavits of the millers that the wheat had been reduced to flour and the flour exported, along with the bran and shorts, would be worse than a farce. The only check under such a system would be by ascertaining the total exports of flour, leaving the government the only alternative of rebating to the manufacturers the duty for the wheat equivalent.

Death of Oliver Jay.

Oliver Jay, president of the Jay Grain Co., whose portrait is reproduced herewith, died at his home in St. Marys, O., Nov. 22, from the effects of an operation for cancer.

On Aug. 15 Mr. Jay underwent an operation, from which he apparently recovered sufficiently to attend to business; but on Oct. 11 he was compelled to take to his bed.

Mr. Jay was born at West Milton, O., in June, 1844; and completed his education at a college at Richmond, Ind. In 1867 he went to St. Marys to engage in the manufacture of linseed oil with his brother, D. W. Jay. This business



Oliver Jay, St. Marys, O., Deceased.

was continued until 1897; and in the meantime the firm engaged in the grain business, forming the Jay Grain Co. in 1886. The company operates a number of elevators along the line of the Lake Erie & Western Railroad.

Possessing great business ability and strict integrity Mr. Jay was highly esteemed by the grain dealers of Ohio, to whom he was well known, as well as by the citizens of St. Mary, in the public affairs of which he took a leading part. He was a member of the board of education, a member of the board of public safety and trustee of the cemetery assn. He was an active member of the Presbyterian church and treasurer of the Home Missionary committee of Lima Presbytery.

Arbitration by grain committees in America is usually satisfactory to both parties, who are content to abide by the decisions. In London recently one firm actually was punished for wanting to arbitrate. S. W. Keene & Co. had a difference with another London house and mailed them notice of arbitration which they declared never was received. The committee of the Corn Trade Assn. decided that Keene & Co. had no claim, and required them to pay a fee of about \$50. On appeal this unjust decision was reversed.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The Daniel Grain Co. incorporated, \$10,000 capital stock. The officers are D. Daniel, pres. and treas.; D. B. Samuel, vice pres.; B. J. Daniel, secy.

Texarkana, Ark.—The Southern Commission Co. incorporated with \$10,000 capital stock, to buy and sell grain, to do a general commission business and to operate eltrs. and mills. Incorporators: Jas. T. Trigg, A. V. Trigg, and D. J. Cavitt. Pres., Jas. T. Trigg.

CALIFORNIA.

San Francisco, Cal.—The trial of Jacob Eppinger on the charge of obtaining money by false pretenses will begin Jan. 9. At the last trial the jury disagreed. Jacob's brother, Herman, will be tried at the same time.

CANADA.

Cartwright, Man.—The Ogilvie Mill Co. contemplates building an eltr.

Fort William, Ont.—The Canadian Pacific Railway will build a 2,000,000 bu. eltr., it is said.

Poplar Point, Man.—The Dominion Eltr., with 600 bus. of wheat, was burned Nov. 22. Insured.

Three parties of Grand Trunk Pacific surveyors are working between Edmonton and the mountains.

Fort William, Ont.—Dec. 4 was the busiest day of the season, with 15 boats in the river discharging cargo and taking on grain.

St. Boniface, Man.—The Colonial Eltr. Co. and Andrew Gage Grain Co. have begun laying the foundation for their 150,000 bu. terminal eltr.

Emerson, Man.—The first shipment of wheat over the Soo line crossed into the United States Dec. 1 on the way to the mills of Minneapolis.

Grading of the Canadian Northern has been completed as far as Lloydminster, and tracklaying will be continued as long as the weather permits.

Goderich, Ont.—Cooper's grain warehouse was burned Nov. 28. The fire was caused by an explosion in the gasoline engine room. Insurance on the building, \$2,000, and \$4,000 on the contents.

Owen Sound, Ont.—The marine leg of the eltr. became detached from the building while unloading the steamer Doncona, recently, and plunged down thru the bottom of the boat and into the bed of the river, literally nailing the ship to the earth. A number of men narrowly escaped injury.

Fort William, Ont.—Complaints of shortages in weights of grain loaded out of the eltrs. has led to a close investigation by Robt. MacGuire, scale inspector for the government, and Mr. Fyfe, scale inspector for the Canadian Pacific Ry., of the methods of weighing at the terminal eltrs. One boat was short 1,000 bus. of wheat. As many of the boats take on cargo at different eltrs. the shortage is difficult to trace.

CHICAGO.

Memberships in the Board of Trade are selling at \$3,225.

J. T. Rawleigh & Co., dealers in grain and feed, on Dec. 2 suffered \$10,000 loss by fire.

Pres. Jackson has so far recovered from the surgical operation as to be able to make a visit to the Board.

Herman Haase has brot suit against Ware & Leland to recover \$75,000 on account of alleged losses in speculation.

A committee of the Board of Trade is investigating the cutting of commissions on Chicago and Milwaukee business.

Two grain and flour thieves were caught Dec. 3 after a running fight with a Rock Island watchman. Two others escaped.

Michael Straus and R. W. Hamill have formed a partnership as M. Straus & Co. to engage in the grain export and shipping trade.

The United States Supreme Court, on Nov. 28, advanced the case of the Board of Trade against Kinzie & Co. to follow the Christie bucket-shop case.

Mrs. Mary Bartlett, wife of Wm. H. Bartlett, of Bartlett, Frazier & Carrington, died at Denver, Colo., Dec. 2, after 6 weeks' illness, of pneumonia.

The close of navigation found Chicago with a record of only 40,000,000 bus. of grain shipped during the season; against 103,000,000 in 1903 and 62,000,000 bus. in 1902.

A record-breaking car of wheat was unloaded at Chicago last week by the Peavey Grain Co. The car contained 115,970 pounds, or 1,932.60 bus., valued at over \$2,000.

C. J. Walter fought a duel with a burglar at his home at Danforth Dec. 3. Rifle and revolver shots were exchanged, but the burglar got away with jewelry and other property valued at \$500.

Harris, Scotten Co. has ordered a No. 6 Hess Drier to be erected at the Santa Fe Eltr. This will be in addition to the drier of this size installed by the Richardson Co. at the same eltr. five years ago, and will increase the drying capacity at that house to 25,000 to 30,000 bus. daily.

The cargo of 75,000 bus. of high grade Manitoba wheat imported from Fort William, Canada, by Rosenbaum Bros., was unloaded Nov. 26 from the steamer H. G. Dalton at South Chicago. The duty amounted to \$18,750. Rosenbaum Bros. have sold the wheat unmixed for shipment to Ohio and Indiana millers.

The legal advice committee of the Board of Trade has recommended that the directors ask Robert H. Thorburn in what way he had been treated unfairly by the directors or whether false testimony had been given against him, as preliminary to rehearing on his petition for reinstatement as a member of the Board.

The Hawkeye Eltr. with 635 x 260 ft. of ground on the Chicago, Hammond & Western railway was bid in at foreclosure sale Dec. 6 by Richard Fitzgerald of

the Chicago Junction railway, holder of the majority of the bonds, for \$60,000. The suit was brot by the Northern Trust Co. against the Hawkeye Eltr. Co. on account of default on the interest on the bonds.

IDAHO.

Mohler, Ida.—O. M. Collins, Pres. of the Mohler Bank, has bot an interest in the Mohler Milling & Warehouse Co.

ILLINOIS.

Greenup, Ill.—Grant Fitch will build an eltr. here.

Philadelphia, Ill.—A. C. Mains is remodeling his eltr.

Buckhart, Ill.—McClure & Co.'s eltr. is almost completed.

Graymont, Ill.—The Rogers Grain Co. has completed its eltr.

Keensburg, Ill.—Shultz & Rosenbarger's eltr. is completed.

Lake Fork, Ill.—Louis Zelle has bot H. C. Suttle's eltr. for \$5,000.

Findlay, Ill.—Gould Bros. have sold their eltr. to the Farmers Mercantile Co.

New Haven, Ill.—Wm. Fuhrer, of Mt. Vernon, Ind., is selecting a site for his eltr.

Pekin, Ill.—The eltrs. at Pekin are having one of the busiest seasons in their history.

Camargo, Ill.—The National Eltr. Co. has bot B. S. Tyler & Co.'s 15,000-bu. eltr. for \$5,000.

Tower Hill, Ill.—Barton, Price & Co. of Louisville, Ky., have bot R. H. Bullington's eltr.

Henton, Ill.—The Shelbyville Grain & Eltr. Co., of Shelbyville, will build an eltr. at Henton.

Bongard, Ill.—John Lowery will build an eltr. and has let the contract to J. F. Younglove.

Gibson City, Ill.—The Drummer Grain Co. has about completed its eltr. at a cost of \$4,500.

St. Joseph, Ill.—Swearingen & Walker's eltr., on the Frisco railroad, is almost completed.

Akron, Ill.—The Northwestern Eltr. Co. is equipping its eltr. with an improved Hall Distributor.

Bolton, Ill.—Edmund Burt has appointed W. Stevens as mgr. of his eltr. in place of C. E. Kyle.

Dillsburg, Ill.—E. E. Stribling's eltr., which is almost completed, has received several cars of grain.

Kemp, Ill.—A. T. Moss, formerly of Cuppy & Moss, is operating the eltr. for the National Eltr. Co.

Sidney, Ill.—Allen B. Smith, formerly of Rosemond, has bot G. W. Townsend's eltr. C. A. Burks negotiated the deal.

Cruger, Ill.—An eltr. of 30,000-bus. capacity has been completed here for the Cruger Farmers Assn. B. J. Kaufman will act as manager.

Palmer, Ill.—This station affords but one regular grain dealer. In fact the only concern which has an eltr. or facilities other than a scoop shovel is Best Bros.

Deer Creek, Ill.—T. O. Purdy, in the employ of the Farmers Eltr. Co., was injured recently by being struck by the car loading spout, which became loosened from the building and fell upon him.

Newton, Ill.—T. F. Money & Co. have bot John Houchin's eltr., grain, hay seed and coal business. Mr. Money has been in the business 11 years at Hunt City and his partner, F. H. Vice, 40 years at Olney.

Sherrard, Ill.—C. A. Samuelson's eltr. with 2,000 bus. of oats, 3 tons of hay and a number of farm implements, was burned Nov. 29. A spark from a passing locomotive started the blaze. Loss, \$2,000.

Monticello, Ill.—The Knight Grain Co. has sold its eltr. to Bartlett, Frazier & Carrington, but the former will retain the coal, feed and seed business which it will handle at the Wabash house.

Blue Mound, Ill.—The National Eltr. Co. is installing 3 Constant Patent Feeders and Conveyors, which will require 354 ft. of track and 743 ft. of B. S. C. Chain; also a water-tight eltr. boot.

Bonfield, Ill.—The Bonfield Grain & Lumber Co. incorporated with \$10,000 capital stock, to deal in grain, produce and building material. Incorporators, Henry Gaus, Peter Gause and Geo. Van Voorst.

Decatur, Ill.—Henry W. Hudson, who has been at the head of the grain buying department of the American Hominy Co., has succeeded W. L. Shellabarger as mgr., his headquarters remaining at Decatur.

Etna, Ill.—Wm. Ferguson, son of Thomas Ferguson, was killed Nov. 25 in his father's eltr. The boy was assisting in the work and stood near the sheller, when he was caught in some unknown manner by the drag, which broke his neck. His cries were heard and the machinery was stopped as quickly as possible. Several minutes' work was required to release him and he died almost immediately.

Lewistown, Ill.—Perry Goforth was caught in the act, and arrested Nov. 30 for attempting to fire T. A. Brown's eltr. At the last term of the Fulton county circuit court, Goforth was acquitted on a charge of setting fire to the mill, his acquittal being due, it is said, to a flaw in the testimony. Mr. Brown's suspicions had been aroused by finding greasy cotton waste scattered about, and he employed watchmen, one of whom seized Goforth as he was applying a match to a bundle of waste under the building.

Urbana, Ill.—The annual convention of corn growers and stockmen will be held in the agricultural building of the University of Illinois from Monday, Jan. 23, to Friday, Feb. 3. The convention will be held under the auspices of the Corn Growers and Stockmen of Illinois. Addresses will be given by experts in corn and stock growing, with regular classes in corn judging. Farmers are given an opportunity to become familiar with the work of the experiment stations. At the same time the Dairymen of Illinois will hold their mid-winter meeting; and the Illinois Live Stock Breeders Assn. will hold its sessions. These attractions will insure an interesting and profitable time for all who attend. Readers of the Grain Dealers Journal desiring a program will be mailed a copy on application to College of Agri., U. of Ill., Urbana.

INDIANA.

Waterloo, Ind.—Nodine Bros. contemplate building an eltr. in connection with their grist mill.

Crane, Ind.—Crabbs Reynolds Taylor Co. has installed 2 of Constant's Platform Dumps in its eltr.

Terre Haute, Ind.—Bartlett, Kuhn & Co. are installing Constant's Patent Chain Feeders in their eltr.

Logansport, Ind.—A meeting of the grain dealers of six counties was held here Tuesday, Dec. 6.

Lapland, Ind.—The new 25,000 eltr. of the Crabbs Reynolds Taylor Co. was started last week.

Fowler, Ind.—The Fowler Grain Co. is building a 50-bu. eltr. and is installing 4 of Constant's Patent Feeders.

Ash Grove, Ind.—The Crabbs Reynolds Taylor Co.'s eltr. is being remodeled and equipped with new machinery.

Wheelers, Ind.—The Crabbs Reynolds Taylor Co. has completed and placed in operation its new 70,000-bus. eltr.

Indianapolis, Ind.—C. B. Helm has gone with Robert Bell, grain receiver and shipper, as his road representative.

Crawfordsville, Ind.—Crabbs Reynolds Taylor Co. is building a new warehouse to handle its growing wholesale feed trade.

Roachdale, Ind.—Lockbridge & Ashby are rebuilding their eltr. and are putting in Constant's Wagon Dump and patent feeders.

Lafayette, Ind.—Bennett Taylor of the Crabbs Reynolds Taylor Co., has gone to California to spend three months with his family.

Pence, Ind.—F. R. Pence is adding another stand of eltrs. to his eltr. plant, and is equipping it with Constant's Drags and machinery.

Indianapolis, Ind.—The bucket-shop known as the National Commission Co., operating 44 branch offices, has been forced to suspend.

North Grove, Ind.—Ross Bros. are the only regular grain dealers at this station. In fact they are the only firm having eltr. facilities.

Crane, Ind.—The new 40,000-bu. eltr. of the Crabbs Reynolds Taylor Co. has been completed and will be started the first of next week.

Lafayette, Ind.—The Matt Schnaible Grain Co. is installing a Constant Patent Feeder and Conveyor in its eltr. bot of the Weller Mfg. Co.

Brook, Ind.—The Brook Grain Co. is rebuilding its eltr. and will equip it with 3 of Constant's Patent Chain Feeders and Self-Locking Rail-Dumps.

Frankfort, Ind.—Bert Miller, grain dealer, was robbed of \$180 and some valuable papers Nov. 24, while on the road returning from Avery, where he manages an eltr.

Indianapolis, Ind.—J. W. Tidball & Co., feed dealers of Norwood, O., are sending out scoopers to buy and load grain at country points. Has one of their scoopers visited your station?

Battle Ground, Ind.—On Dec. 1 Crabbs Reynolds Taylor Co. took possession of the only eltr. at this station, which is of 20,000 bus. capacity, and will operate it henceforth.

Shelbyville, Ind.—Wm. Nading, grain dealer and miller, whose plant was burned some time ago, has bot the Shelby Mills of Kent & Senour. Mr. Senour retains his interest in the grain firm of Means & Senour.

Evansville, Ind.—The 3-story building occupied as a storehouse by W. H. Small & Co. collapsed recently and buried four persons, including W. H. Small, none of whom were seriously injured. The eltr. will be rebuilt.

Remington, Ind.—McCray, Morrison & Co.'s eltr. was burned Nov. 25. The fire was caused by a spark from a passing freight engine. The house has not been used for 2 years. Loss, \$3,000, with no insurance. It will not be rebuilt.

Evansville, Ind.—Iglehart Bros., millers of Evansville, who have maintained a cookery and lecture bureau at the St. Louis World's Fair, have been awarded the grand prize on winter wheat flour, for their Swan's Down cake flour.

Troy, Ind.—Peter Backer & Son, grain dealers and manufacturers of fertilizer, have sold their buildings to the Troy Chair Co., and write that they will have plans prepared for a 75,000-bu. eltr. to be of steel or other fireproof construction.

Indianapolis, Ind.—State Statistician B. F. Johnson in his annual report says: "It is considered by those interested that wheat can no longer be raised in Indiana at a profit. After deducting 1½ bus. for seed the net yield in 1904 was but 8½ bus. per acre. The wheat crop has fallen off from 27,713,000 bus. in 1903 to 13,371,000 bus. in 1904."

IOWA.

Jordan, Ia.—Weikel & Son have installed a car loader in their eltr.

Medapolis, Ia.—O. H. Walker has sold the Mediapolis Mill & Eltr. to John Penny.

Hastings, Ia.—F. J. Taylor, of Emerson, will embark in the grain and coal business.

Minden, Ia.—The Stuhr & Reesy Grain Co. incorporated, \$5,000 capital stock. Incorporators, Jno. U. Reesy, J. H. C. Stuhr, William Stuhr.

Kensett, Ia.—The Farmers Eltr. Co. has closed its eltr. and an expert bookkeeper has been at work for some time checking up the accts.

Davenport, Ia.—The Western Flour Mill Co. has enlarged its plant to install new machinery and provide additional storage for 20,000 bus. wheat.

Randolph, Ia.—F. M. Campbell's eltr. was burned Nov. 22. Loss \$7,000. Insurance \$2,500. The building will be replaced by a 12,000 bus. modern eltr.

Coburg, Ia.—Hunter & Co., of Hamburg, are overhauling and refitting one of their eltrs. at this point. Steam power will be used and the capacity doubled.

Delta, Ia.—E. S. Sturdevant has brot suit against the Grain Shippers Mutual Fire Insurance Co., of Ida Grove, Ia., to recover \$3,000, loss sustained when his creamery was burned some time ago. Mr. Sturdevant alleges that he notified the company several times of his loss, but the company failed to send an adjuster and refused to pay the loss.

Ames, Ia.—Professor P. G. Holden of the Iowa State College, and Geo. A. Wells, of the Iowa Grain Dealers Assn., have enlisted to the co-operation of the Northwestern, Rock Island, St. Paul, Burlington and Illinois Central roads in a campaign of education including the running of a special train from which Professor Holden will deliver lectures to farmers during the winter and spring on the proper planting of corn.

Whittemore, Ia.—Please find enclosed draft for \$1 for which send me the Grain Dealers Journal for another year. Could not get along without it. We need it in our business.—H. E. Reed.

KANSAS.

Considerable corn being shipped from Kansas into Colorado.

Phillipsburg, Kan.—L. A. Champlin is building a 14,000-bu. eltr. on his farm.

Jennings, Kan.—The Nebraska Eltr. Co.'s new eltr. will have a capacity of 10,000 bus.

Wichita, Kan.—H. C. McClung, of the R. F. Coates Grain Co., is said to have disappeared.

Beloit, Kan.—A. T. Rogers is improving his eltr. by repainting it and strengthening the bins.

Atchison, Kan.—The Antle-Linley Grain Co. contemplates the building of an eltr. at East Atchison.

Jennings, Kan.—J. Rosenbaum Grain Co. will enlarge its eltr. to a capacity of 20,000 bus.—W. P. Noone.

Bern, Kan.—W. H. Harrison has removed from Athol to Bern to manage the eltr. which he recently bot.

Belle Plaine, Kan.—Short Bros. have moved their mill to the Mo. & P. R. R. and will build an eltr. in connection with it.

Winfield, Kan.—The Barlett Grain Co.'s eltr. was burned Nov. 26, and 45,000 bus. of wheat was ruined by smoke and water. Loss partly covered by insurance. Spontaneous combustion caused by the heating of a pile of screenings is supposed to have originated the fire.

KENTUCKY

Louisville, Ky.—The Interstate Commerce Commission will hold a hearing Dec. 14 at Louisville to inquire into the manipulation of rates on grain from St. Louis by means of substitution of expense bills.

LOUISIANA.

New Orleans, La.—Illinois Central Eltr. E was opened recently to receive a shipment of corn from Kentucky, followed by consignments from Indiana and Illinois. All of the New Orleans eltrs. will be placed in full operation during December to handle heavy shipments of corn.

Lake Charles, La.—The Louisiana Irrigation & Mill Co. has given the Canal Bank of New Orleans a mortgage to secure \$1,000,000 in gold bonds. The properties pledged are the Midland, Abbott, Duson, Ferreroller, Crowley and Grand Canals, the Star, Louisiana, White Swan, Roanoke and Midland rice mills and thousands of acres of rice lands in Calcasieu, Arcadia and Vermillion Parishes. The transaction practically effects the consolidation of the Duson or Star group of properties into one concern with about \$1,000,000 capital.

MARYLAND

BALTIMORE LETTER.

Jno. W. Snyder, who has been spoken of as the next postmaster of Baltimore, is still being pushed by his friends for that position. Mr. Snyder maintains a quiet but receptive demeanor, and his friends are doing the hustling for him.

At a recent meeting of the Travelers and Merchants Assn. of this city it was proposed to erect a monument on the triangle formed by the opening of Park Avenue into Hopkins Place, this site being adjacent to the point where the fire of February 7th and 8th started. It is intended that this monument is to commemorate the rebuilding of that district and will be made of the scrap metal taken from the debris and cast into appropriate form.

Geo. S. Jackson, a member of the Board of Directors of the Baltimore Chamber of Commerce, was in Chicago on 5th inst. representing that organization at the hearing before the Interstate Commerce Commission on the Uniform Bill of Lading. The Chamber of Commerce being one of the intervenors in that action. The effort of carriers to impose this freak upon the business interests has met with such general and earnest opposition that it seems probable that the Uniform Bill of Lading with its objectionable features will not come into general use, and that the present agitation will result in the framing of a bill of lading fair alike to the owners of the property and the carriers.—B. M.

MICHIGAN.

Jackson, Mich.—The Pacific Starch Co. incorporated with \$25,000 capital stock.

Leslie, Mich.—The Isbell Co. has installed a steam heating apparatus in its eltr. plant.

Henderson, Mich.—M. A. Crane has sold his eltr. and store to Telfer & Kiely, and removed to Detroit.

Tecumseh, Mich.—C. A. Slayton, grain and coal dealer, has made his son Elmer a partner in his business.

Big Rapids, Mich.—W. F. Nehmer will build an eltr. in connection with his potato house, using cement blocks for the walls.

Lansing, Mich.—The state insurance commissioner has issued a special warning against the Phoenix Underwriters of New York and the Hartford Insurance Co., of Indian Territory, alleged wildcats, which are circularizing the state.

Emmet, Mich.—Burglars entered the office of the Richmond Eltr. Co. Dec. 1 and blew open the large safe used for books. The safe was demolished, but only 16 cents in money was taken, together with an overcoat and raincoat belonging to Frank Keough, manager of the firm.—W. E. Sheldon, Jackson, Mich.

MINNEAPOLIS

Deliveries on December contracts have been heavy; and much of the wheat delivered is in wooden eltrs., where the cost of insurance until May is considerable.

Final testimony on the admission of frosted Canadian wheat under the lower ad valorem duty as feed wheat will be heard Dec. 14 at Minneapolis and Dec. 15 at Fargo.

Henry Hall has begun suit against the Osborn Grain Co. to collect \$1,411. The plaintiff claims that the defendant refused to pay him the profits on \$1,000 invested for him by the defendant, and that the company also appropriated the principal.

The St. Anthony & Dakota Eltr. Co. has brot suit against the Aetna Indemnity Co. of Connecticut to recover an al-

leged shortage of \$2,451 in the accounts of Fred Wilkinson, agt. at Perth, N. D., during 1903, who was included in a blanket policy for which the eltr. company paid \$4,402 premium.

MINNESOTA.

Sargeant, Minn.—W. F. Markham is building an office building.

New Paynesville, Minn.—Charles Frank will operate the old Hogan eltr.

Green Bush, Minn.—The Red Lake Falls Eltr. Co. is building an eltr.

Lancaster, Minn.—L. O. Hickok has the contract to build the new eltrs. here.

Lamberton, Minn.—Local merchants are promoting a farmers eltr. company.

Bemidji, Minn.—H. C. Calvert, of Fargo, has bot C. M. Snow's interest in the Bemidji Eltr. Co.

Peterson, Minn.—Stock amounting to \$500 has been subscribed by the citizens for the purchase of the eltr.

Mankato, Minn.—The Walter-Bowman Eltr. Co. is building a 20,000-bu. modern eltr. on the Omaha railway.

Judge, Minn.—The Thomas Hanson Eltr. Co., of Minneapolis, is building an eltr.—G. W. Light, agt. W. W. Cargill Co.

DeGraff, Minn.—R. C. Johnson has severed his connection with the Northwestern Eltr. Co. Wm. Ryan will succeed him.

Crookston, Minn.—S. C. Johnson has completed his work on the new eltr. near the N. P. tracks and is now installing his machinery.

Foxhome, Minn.—The Amenla Eltr. Co. has transferred C. B. Tague to a point in N. Dakota, and has appointed W. L. Potter as mgr. here.

Sauk Rapids, Minn.—The Minnesota Farmers Exchange has bot the old Stanton eltr. for \$1,000 and has removed it to a site on the N. P. right of way.

Wanamingo, Minn.—A movement is on foot to organize a farmers eltr. co.; a committee has been appointed to solicit stock, to build or buy one of the 2 eltrs.

Duluth, Minn.—The Board of Trade has unanimously adopted a resolution asking Governor-elect Johnson to continue Edw. H. Pugh in office as a member of the board of grain appeals.

St. Paul, Minn.—The South St. Paul Stock Yards Co.'s eltr. filled with grain, feed and hay belonging to the company, and to the South St. Paul Grain Co., and an adjoining hay shed containing about 50 tons of hay, were burned Nov. 27. Loss to the Stockyards Co. \$26,000, and to the South St. Paul Grain Co. \$4,000. Insurance on the eltr. and hay shed \$20,000, on the contents \$5,000.

MISSOURI.

Wayland, Mo.—J. W. Townsend has bot Winkelman Bros.' eltr.

Otterville, Mo.—J. M. Bente of the Otterville Milling Co., is building an eltr.

Chillicothe, Mo.—Jackson & Gundy are building a 6,000-bu. eltr. and a corn mill.

Springfield, Mo.—R. A. Wright is building a warehouse on the Frisco track to engage in the wholesale grain and feed business.

Kansas City, Mo.—Richard W. Noel, the oldest grain inspector in the state, died of pneumonia Nov. 17 at the age of 65 years.

Purcell, Mo.—Mr. Dunwoody, of the Brand-Dunwoody Milling Co., will build an eltr. here.

St. Louis, Mo.—The Goffe & Carkener Co. has succeeded the Goffe, Lucas Carkener Co., Mr. Lucas having died.

Kansas City, Mo.—John S. Kennedy, a grain, coal and feed dealer of Stafford, Kan., committed suicide Nov. 26 by shooting himself.

St. Louis, Mo.—The Commonwealth Feed Mills Co. incorporated; \$6,000 capital stock. Incorporators, Samuel M. Long, J. B. Ulrich and Robert G. Jordan.

Kansas City, Mo.—On account of the death of P. F. Lucas, the firm of Goffe, Lucas & Carkener has been succeeded by Goffe & Carkener.

Kansas City, Mo.—A. L. Harroun Grain Co. incorporated with \$10,000 capital stock. Incorporators, A. L. Harroun, Edna and G. H. Harroun.

Kansas City, Mo.—Gaugh Grain & Coal Co. incorporated with \$17,000 capital stock. Incorporators, Thos. T. Gaugh, W. Mars Gaugh and Emery B. Bruce.

St. Louis, Mo.—F. W. Gooke's warehouse was burned Nov. 27. The loss on the building was \$20,000 and on the contents \$40,000. Both fully insured.

St. Joseph, Mo.—The Burke Grain Co. will be incorporated with \$15,000 capital stock by Wm. Burke, formerly secy. of the Harroun Eltr. Co., to operate the eltr. at Elwood, Kan. W. H. Harroun is not interested in the new company.

St. Joseph, Mo.—At a hearing of W. H. Harroun Dec. 2 the absence of several witnesses and the unwillingness of creditors to prosecute compelled a postponement until Dec. 27. Judge Casteel has issued attachments to secure the attendance of several attorneys who are supposed to know of the alleged forgeries.

NEBRASKA.

Platte, Neb.—Farmers are organizing an eltr. company.

Bloomfield, Neb.—The Peavey Eltr. Co. is building a large double corn crib.

Syracuse, Neb.—The Farmers Eltr. Co. has its new house almost completed.

Pickrell, Neb.—A movement is on foot to organize a farmers eltr. company.

Wilber, Neb.—The Farmers Eltr. Co. has bot D. R. Hopkins' eltr. for \$8,000.

Mynard, Neb.—The Jones Grain Co. has completed its eltr. at a cost of \$4,000.

Grafton, N. D.—The Cargill Eltr. has opened for business with Fred Stunkel in charge.

Ravenna, Neb.—The Ravenna Mills are building a 10,000-bu. addition for wheat storage.

Tekamah, Neb.—G. A. Blackstone has resigned as mgr. of the Holmquist Lumber & Grain Co.

Loomis, Neb.—The Loomis Grain & Milling Co. has commenced work on the 55,000-bu. addition to the eltr.

Bethany, Neb.—The Turner Lumber & Grain Co. has bot Taylor & Birchard's eltr. on the Mo. P. Railroad.

Omaha, Neb.—The Independent Eltr. Co. has let the contract for its new eltr. to the Minneapolis Steel & Machinery Co.

Crete, Neb.—C. B. Goodell and C. B. Anderson have bot J. Buck's eltr. and coal business and will conduct it under the firm name of The Goodell Grain &

Coal Co. with Mr. Goodell as mgr. Mr. Buck will retire from business.

Edholm, Neb.—Frank Faulkner has leased his eltr. to Daniel Dawson, his competitor, and will reside at Schuyler.

Omaha, Neb.—The G. C. Thompson Co., Geo. C. Thompson mgr., has succeeded the Nebraska Grain Assn., which recently was incorporated.

Craig, Neb.—The eltr. of the New Richmond Roller Mills has been sold to G. A. Blackstone and T. A. Minier. Mr. Blackstone will be manager.

Lincoln, Neb.—Geo. A. Roberts is now traveling for the Ernst-Davis Grain Co., of Kansas City, Mo., and his office is in the Fraternity bldg., Lincoln.

Lincoln, Neb.—The Evans Grain Co. incorporated with \$50,000 capital stock. Incorporators, John T. Evans, R. H. Thorp, Wm. E. Evans and E. J. Brown.

Wahoo, Neb.—The Wahoo-Wilkinson Grain Co. is building an addition to their eltr. 24 x 24 and 28 ft. high, with a capacity of 12,000 bus. The old eltr. is also being thoroly overhauled.

St. Paul, Neb.—W. S. Pine, Sr., has been employed by the Omaha Eltr. Co. to keep the scales at various purchasing stations in repair, and will look after scales at 82 different points.

Beatrice, Neb.—The H. L. Long Grain Co. has engaged in the grain brokerage business and will handle grain of all kinds in car lots only, with offices in the First National Bank bldg.

Gibson, Neb.—The Nebraska-Iowa Grain Co. opened its new 100,000-bu. eltr. Dec. 3. The members of the Omaha Grain Exchange attended the dedication and were entertained by the members of the company.

Gretna, Neb.—O. G. Higbee has been convicted of embezzlement of the funds of the Farmers Co-Operative Eltr. Co., but this is little satisfaction to the farmers who lost their money trying to do a grain business.

Pickrell, Neb.—The farmers who recently held an enthusiastic meeting to form a company to build an eltr. were given good advice by John Wardlaw, mgr. of one of the eltrs., who suggested that they purchase one of the eltrs. already built. After the farmers get tired of the grain business and want to sell their eltr. they will find it easier to dispose of if there is one less in the town.

Omaha, Neb.—The Grain Exchange has amended its rules by adding to Paragraph 1, pages 36 and 37, the following: Provided, further, that on contracts for the delivery of wheat, corn and oats warehouse receipts of licensed public elevators of Chicago for same grades of grain may be delivered in this market in fulfillment of such contracts, the buyer paying the freight charges on the amount of grain called for by such receipts at the proportional freight rate in effect from Omaha to Chicago at time of such delivery.

NEBRASKA LETTER.

Hampton.—Notices have been in the different grain dealers' journals to the effect that H. O. Barber & Son had bought out J. M. Cox at this place. This was not J. M. Cox, but J. Cox who sold his eltr. to H. O. Barber & Son. J. M. Cox is still in the grain business at Hampton.

Omaha.—The first load of grain was dumped into the new large terminal eltr. of the Nebr.-Iowa Grain Co. which has been built near Benson, on Saturday, Dec. 3rd.

This elevator is modern in every respect, and is especially equipped for cleaning and scouring grain, which will no doubt be of interest to country shippers, who have no facilities for doing this kind of work.

The Burlington Railroad has arranged for a special "seed corn" special train to tour the country between Dec. 14th to 21st. This will be run in co-operation with the State University at Lincoln, Neb., and lectures on scientific farming will be given at all farming stations. The Northwestern road is running such a train through Minnesota, and it is thought much good will result from it as well the one which the Burlington will send out. —E. C.

NEW ENGLAND

Williamantic, Conn.—Henry A. Bugbee, wholesale grain and flour dealer, will build a brick eltr.

Boston, Mass.—The annual meeting and dinner of the New England Grain Dealers Assn. was held Dec. 7, at the Exchange Club.

Malden, Mass.—J. A. Conner & Co. have been succeeded by Conner & Harding. Mr. Harding, the new partner, has been engaged in the grain business at Lynn, Mass.

Boston, Mass.—The Boston & Maine R. R. has let the contract to the Jno. S. Metcalf Co. for plans for a 500,000-bu. wood eltr. to replace the burned Mystic wharf eltr. The eltr. will be equipped with automatic sprinklers and be driven by electricity.

BOSTON LETTER.

Crown Prince Fushimi, of Japan, was tendered a reception Dec. 3, at the Boston Chamber of Commerce.

Some little improvement was noticed in the movement of grain from this port to Europe the past week. The total exports aggregated 185,441 bus. of wheat, the Winifredian for Liverpool taking out 113,176 bus., the Philadelphia for London 48,264 bus. and the Sagamore for Liverpool 24,000 bus. Steamers to sail this week will take out about 193,000 bus. of wheat, corn and barley.

Accounting for the embargo which has been placed by the Pennsylvania road on freight via the Harlem River to New England points an official of the New Haven road claims that a sudden demand has sprung up from manufacturers for raw material with an accompanying large demand for grain, hay, feed and flour, so that the roads were asked to handle in November a large quantity of raw material which should have been distributed during the summer. The New Haven road, however, is sending east from the Harlem River about 100 loaded cars more than the daily average a year ago.—H. B.

NEW YORK.

Watertown, N. Y.—Farwell & Rhines will build a 75,000-bu. eltr. for storage for the company's mills only. A receiving separator will be installed.

Buffalo, N. Y.—The Washburn-Crosby Co. has bonded its mill and 11 wheat storage tanks under section 15 of the Dingley law to grind Canadian wheat and export all the products. A government inspector will be stationed at the mill to see that none of the flour or feed is diverted into domestic use. The bond has been fixed at \$50,000.

New York, N. Y.—Memberships in the Produce Exchange are selling at \$450. The new plan of trading in pig iron has created a demand for memberships.

BUFFALO LETTER.

Corn is now the principal grain coming in all rail and it is rapidly improving in condition these cold days.

California white wheat, looking very much like our own and not the lusterless stuff that is called western red wheat, is offered for sale at about 10 cents under the price of State white.

Supt. McElroy of the Niagara Mill & Eltr. Co., which looks after the car transfer business for some of the Canadian roads at Black Rock, has moved his office from the Board of Trade building to the eltr.

The Canadian grain is not all in by any means, but is expected to come liberally from this time to the end of navigation. As the Fort William eltrs. are filling up it ought to be easy to get a full supply in the big steamers now about to retire for the winter.

Frederick Truscott is giving up his office in the Board of Trade building, but is not retiring from the grain business. He is merely moving it over to his office in Ellicott Square, where he some years ago established an elaborate system of safe deposit vaults.

The port is discovering that there is not winter storage room enough here. It has been some time since any room could be had in the steel eltrs. and the better sort of wooden ones are getting all they can handle. Heretofore Buffalo eltrs. have had to stand more or less empty and idle in winter.

The Chamber of Commerce is preparing to take action in regard to a uniform bill of lading. Secretary Mason has given out an interview showing why the uniform bill proposed by the railroads is a good thing, but R. W. Chapin writes to one of the local papers, declaring that the secretary does not represent the Chamber of Commerce or the Grain Dealers Assn. in his views. Mr. Chapin objects to the proposed uniform bill because he claims that it will relieve the roads of some of their present liability, which would doubtless mean more liability to the grain shipper and he declares that the addition of certain burdens to the shipper would almost destroy the grain business.

Good work on the grain in the fallen Ontario eltrs. was continued till all the dry, 216,000 bushels has been saved, leaving a shortage of 81,000 bus., which is supposed to be the amount under water, and that also has been sold. A great part of the ruins remain where they fell, so that there is no idea yet as to the condition of the foundation. The owner still maintains that the accident was the result of a fire, but the insurance companies do not take that view of it to the extent of paying policies. Probably no suits will be started till the ruins are all out of the way, but if they now freeze into the slip it will take awhile to get at the foundation.

The severe dullness in the grain trade, which has prevailed here some time has been enlivened somewhat by the attention paid to Canadian spring wheat, though as a rule it is a new trade that does not go through the hands of our local dealers to any great extent. As a

rule the wheat is bought by millers of Duluth or Fort William direct, who find that sometimes, though not always, it pays to buy high-grade Canadian spring wheat to mix with our lower grades in order to maintain our brands of flour. It is found that Canadian No. 1 northern weighs 60 pounds and No. 2 weighs 58, which is quite different from the same grades as made up in Duluth. There are three ways that this Canadian wheat is handled here. First it came in a little for direct use, the millers paying the duty. Whitney & Gibson have lately paid \$21.25 duty on a single lot of 85,000 bus. of Canadian wheat that is to be taken by millers. The second plan is that adopted by the Washburn-Crosby Co. here, which has bonded its mill and will grind the wheat in transit, exporting the products. The third plan is that of New York millers and carriers, who have arranged to hold quite a large amount of Canadian wheat here afloat. It is said that the vessels will take it at a half cent a bu. for the winter. This will insure the holding of very much more wheat afloat here than has been the case for a long time if ever.—J. C.

NORTH DAKOTA.

Gackle, N. D.—The Fredonia Eltr. Co. has its eltr. about completed.

Colgate, N. D.—H. C. Williams has resigned as agent of the Farmers Eltr. Co. and has accepted a position with the Imperial Eltr. Co.

Mohall, N. D.—Ed. Kells and T. Reynolds sold Canadian wheat at Mohall and were pursued and captured by an internal revenue officer. A score of other smugglers have been placed under arrest recently charged with hauling wheat cross the boundary line, and will be given a hearing before the federal grand jury.

Grand Forks, N. D.—The suit of Edwards, Wood & Co. against several insurance companies to recover on policies covering grain in the burned eltr. of the Farmers Independent Eltr. Co., of Denbigh, N. D., is being heard. The farmers had assigned the insurance to Edwards, Wood & Co. as security for a loan, but the insurance companies claim they are not liable under the policies.

OHIO.

Versailles, O.—Gephart & Hile will build an eltr.

Chippewa Lake, O.—O. J. Kean has bot Geo. Hay's eltr.

Glen Karn, O.—J. M. McFarland has removed to Madison.

Rice, O.—Charles T. Pierce & Bro. have leased an eltr. from the C. L. M.

Hamler, O.—Jno. Wickenhiser, of Toledo, has bot Cottingham & Franklin's eltr.

Cincinnati, O.—A committee of the Chamber of Commerce is at work on a revision of its rules.

St. Marys, O.—Notice of the death of Oliver Jay of the Jay Grain Co. appears elsewhere in this number.

Cincinnati, O.—A 25,000-bu. addition is being made to the Gale Bros. eltr. The Burrell Engineering & Construction Co. is doing the work.

Cardington, O.—Cruikshank & Bahcock's proposition to build and operate eltrs. here has been accepted, local merchants having contributed a bonus of \$1,000.

Tiffin, O.—A meeting of the Northwestern Ohio Grain Dealers & Millers Assn. was held Dec. 1. The members were entertained at dinner by R. D. Sneath, republican presidential elector from the district.

Oakwood, O.—A scoop shovel business is followed by Claude and Clyde Morris and F. E. Andrews, who call themselves the Farmers Produce & Stock Co. The only regular dealers at this station are Marcy & Whitney.

Celina, O.—Palmer & Miller, grain and seed dealers of this place, are remembering their friends with a handsome aluminum pin tray, decorated with an attractive illustration of an automobile a-la-Ireland.

Rice, O., Dec. 5.—The corn crop in this section is below the average in yield, but the quality is good. Corn is not moving very freely. The wheat crop in this section was good; better than average.—Charles T. Pierce & Bro.

New Carlisle, O.—It was erroneously stated in this column Nov. 25 that Mr. W. W. Morris had leased the eltr. at Donnelsville. Mr. Morris has always owned $\frac{1}{2}$ interest in the business with the late Mr. Sullivan, and at his death bot his $\frac{1}{2}$ from his heirs and is now sole owner.

The American Farm Co., promoters, wd be pleased to meet in the darkest alley to be found, all members of the grain dealers assns. who butted in and prevented their capturing the notes and cash of certain well-meaning but misguided farmers of the state. Bricks at short range will be used.

Cincinnati, O.—Work is about to commence on the new 30,000-bu. eltr. and warehouse of the Union Grain & Hay Co. The warehouse will be 100 x 130 feet and will be constructed of brick with a concrete foundation. The eltr. will be built of wood and covered with corrugated iron. Power will be furnished by electricity.

Tiffin, O.—E. E. Evans & Co. on Nov. 19 shipped two solid train loads of hay to New York, all of which had been bot at Fostoria, Tiffin and Attica. Evans & Co. are situated in the banner hay county of Ohio, and Attica is one of the biggest shipping points for hay in Seneca county. The firm now has 4 trainloads at Attica ready for shipment.

TOLEDO LETTER.

Seth Cuddeback has been confined to his residence on account of illness during the past few weeks.

The biggest shipment of corn to leave this port was sent by the United Grain Co. last week to Buffalo. The shipment contained 100,000 bus.

Local millers purchased good wheat from farmers during the past week for as low as \$1.05; 312 bus. being purchased one day at one mill alone at that price.

Corn husking is over and there is a good movement of the crop to market. The largest daily receipts for the season thus far was last Monday when 75 cars were received.

Fremont, O.—Andrew J. Wolfe, aged 62 years, one of the pioneer grain men of this place, died on Sunday, Nov. 27. He was engaged most of his life in the grain business and operated a number of eltrs. He was well known among the grain men of northwestern Ohio. He is survived by a widow, one son and one daughter.

W. H. Moorehouse represented the Toledo Produce Exchange at the meeting of the Interstate Commerce Commission in Chicago the fore part of the week.

Holgate, O.—Julius C. Snyder, of Snyder Brothers, grain men, fatally shot himself Monday, Nov. 28, and died on the following day. He was 35 years of age and leaves a widow and five children. He was well known among the grain dealers of northwestern Ohio.

This season 498,000 bus. of wheat was shipped from this port, which was 1,256,000 bus. short of the season of 1903 when 1,947,000 bus. were sent out. With inferior milling increasing and with poor crops in the states tributary to the Toledo route, the season so far as the handling of wheat from this port is concerned has been a poor one. The receipts at this port reached the small total of 378,000 bus. for the entire season. The shipments of corn for the season has likewise been light owing to the lateness of the crop. Only 244,000 bus. were shipped this season against 1,947,000 bus. for the previous season.—H. D.

OKLAHOMA

Oklahoma City, Okla.—A conference of grain dealers and millers was held Nov. 22. About 25 were present.

El Reno, Okla.—The Choctaw Mill & Elevator Co. has been chartered at El Reno, Okla., with a capital of \$50,000.—J. S. W.

Altus, Okla.—The Farmers Union Grain & Fuel Co. incorporated with \$5,000 capital. Incorporators, G. R. Trush, J. L. Meeks and J. T. Parks.

It is a common statement that wheat runs out and that it is necessary to change seed frequently. So firmly is this notion established that it is an easy matter to sell seed wheat at good prices if the story attached to it is sufficiently preposterous. At the Station variety tests have been made of nearly three hundred different varieties of wheat and a great many of them have been discarded as worthless here. The new and wonderful varieties are tested as they appear. But the list of best yielding varieties last season contains such familiar names as Turkey, Missouri Blue Stem, Sibley's New Golden, Early Ripe, Fultz, Red Russian, Early Red Clawson and Fulcaster. And the seed from which these were grown has, in some cases, been grown on the Station farm for from five to twelve years. Turkey headed the list with a yield of 16¼ bushels. Yet many are securing very low yields of Turkey wheat and are dissatisfied with it. If heated, shriveled, dirty seed is sown on poorly prepared land, the wheat which is produced will have low vitality and the yields will be small. And if this is kept up for several years, no matter what the name of the variety, wheat growing will be unprofitable. But if plump, mature, clean seed is sown on well prepared land, the yields will tend to increase rather than decrease as the wheat becomes adapted to the conditions of soil and climate where it is grown.—Dr. Jno. Fields, Director Okla. Experiment Station.

PENNSYLVANIA.

Huntingdon, Pa.—Sherman Hawn will build a 5,000-bu. storehouse.

Philadelphia, Pa.—William M. Richardson, of Richardson Bros., was married Nov. 19 to Miss Martha M. Meneely.

Pittsburgh, Pa.—Richmond & Co., brokers, suspended business Dec. 1, forcing 60 branch bucket-shops to close.

Philadelphia, Pa.—The season's exports of corn began Nov. 29 with the shipment of 94,000 bus. by Hancock & Co. of Rotterdam.

North Bend, Pa.—The old Noble grain warehouse was burned Nov. 25 and five of the Italian railroad laborers who were sleeping in it, perished.

Philadelphia, Pa.—It is said the Pennsylvania Railroad Eltrs. at Girard Point will be re-opened. The houses have been placed in thoro repair.

Philadelphia, Pa.—Richardson Bros. have dissolved partnership, Geo. M. Richardson retiring and Wm. M. Richardson continuing the business under the old firm name.

Scranton, Pa.—The Casey & Kelly branch of the Pennsylvania Central Brewing Co. will erect a new steel malt-storage bin, steel eltr. and put in malt cleaner and non-explosive malt mill.

PITTSBURGH LETTER.

Shipments of clover hay of good quality will readily be absorbed at quoted figures if received soon.

The market for rye is lower in sympathy with easier western conditions, but the decline has not put any life in the buying; simply no apparent requirement.

The Exchange inspector is reporting many bad shipments of corn coming forward, and calls the attention of western shippers to the fact, urging caution for the future.

The straw situation is strong, and ruling prices are well maintained. Notable advances have been made in quotations for rye straw, which is holding very firm, under the influence of light receipts and a good demand.

The committee appointed by the Pittsburgh Grain & Flour Exchange to look into the matter of defective scales at the various railroad yards, has about completed its work, and there is not likely to be any more trouble. The members of the committee met a cordial reception everywhere, and found railroad officials ready to act quickly.

Millfeed gains no strength. Bran held better than middlings for some time, but it has now declined, and fallen off in the matter of request, and, though receipts have dwindled some, there is light call and easier prices. The advance in freight rates, while it will make western shippers firmer in their demands, will find a poor condition of affairs to operate on here.

After a season of extreme depression, which brought discouragement to handlers, oats have stiffened up, and are in excellent demand. They should be quoted higher than at present to bring profit to sellers, but it is difficult as yet to get buyers to pay more than ruling figures. Western markets have held so firm, in the main, that local dealers have had the worst of the oat situation. A strong effort is being made to tone up the price list, and it is likely there will be advances if the present rate or demand is maintained. Receipts are about normal, and are just about heavy enough to hold the balance even between supply and demand.

A falling off in hay receipts has benefited the market. During the recent months there has been an immense quantity of hay received by Pittsburgh dealers, and that there should be a stoppage of trade, amounting to almost a congestion

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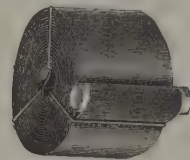
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was not to be wondered at, when the situation was so sorely tried by an overplus of hay. Timothy was the worst sufferer. Timothy now is not only commanding higher prices, but is selling much easier at the advances than when there was too much hay at lower figures. There is an excellent demand for all grades, and but little is shown by billings as to arrive, so that shipments made within the coming week or two, if of good quality, will likely sell satisfactorily.

Corn of poor quality is finding its way here. Receivers complain that there is too much dirt mixed in with the ear corn, and that it is hard to get top figures for some cars on this account which would otherwise grade high. Then, too, some of the corn has evidently been loaded damp, and arrives musty. Damp, and heated shelled corn is also a damaging factor in trade. During the first part of the new corn season there was so little trouble that dealers were encouraged to believe there would be little or no drawbacks such as they had a year ago, when so many refused to handle corn at all. It is requested and hoped that more care will be shown in shipping corn, and receipts are only moderate. A firmer tone is existent for good stock, and all consignments which measure up to requirements are sold readily, and at full prices. Old corn has become a thing of the past, and only new is now quoted. Shelled corn receipts are on the increase, and there has been a decline in prices from the very high figures that have ruled for some time. The country trade, which bought freely several weeks ago, is now staying out of the market in the hope that there will be further declines. These buyers have been so far successful that they have brought about the reduction which has occurred. Whether they will be able to further hammer down the market remains to be seen.—C. H.

SOUTH DAKOTA.

Yale, S. D.—Thomas Gartland, of Parker, is building a 15,000-bu. eltr. and has left the contract to J. F. Younglove.

Watertown, S. D.—Albert Hamann has resigned his position as mgr. of the Pacific Eltr. to go to California. His successor is J. H. McLaughlin, of Minneapolis.

Sherman, S. D.—The Farmers Eltr. Co. has erected a 40,000-bu. modern eltr. I. W. Beach, an expert barley grader, has been placed in charge. A flour exchange and coal business is to be added.

Milbank, S. D.—A number of grain dealers in the northeastern part of the state have been swindled by a tricky farmer named Ernest Franklin. He sold his crop to the eltrs. after having first mortgaged the grain. With the proceeds in his pocket he abandoned his wife, leaving numerous creditors. Under the law the grain dealers will have to pay twice for the grain. If caught he will be sent to prison.

SOUTHEAST.

Jacksonville, Fla.—C. B. Oakley & Co. have leased a large warehouse and have added to their capital, in order to handle larger shipments of grain and hay.

Macon, Ga.—The hay storage section of the S. R. Jacques & Tinslev Co's hay and grain warehouse, with one car of flour, was burned Nov. 27. Loss \$5,000, covered by insurance. The building will be rebuilt.

Lynchburg, Va.—Enclosed please find \$1 subscription for the Grain Dealers Journal. Must say it is a good journal, and we enjoy reading it very much; besides, information we get is very valuable.—Moon & LeGrand.

Jacksonville, Fla.—Smith, Richardson & Conroy incorporated with \$200,000 capital stock, to mfg., buy and sell hay, grain building material. The officers are Chas. W. Richardson, pres.; Chas. E. Smith, vice pres.; Francis P. Conroy, secy.; Chas. E. Smith, Chas. W. Richardson and Francis P. Conroy, directors.

TENNESSEE

Knoxville, Tenn.—The H. T. Hackney Co's. warehouse was burned Dec. 4. Loss \$8,000. Insurance \$7,300.

Humboldt, Tenn.—J. R. Evans will build a 4,000-bu eltr. on the L. & N. railway, in connection with a 150-bbl. flour mill.

Memphis, Tenn.—The Lee Line Co. has petitioned for permission to erect a modern storage eltr. on the wharf, which can be used during the high, medium or low stages of the river.

Nashville, Tenn.—The Grain Exchange is considering the feasibility of holding a corn fair with prizes for superior exhibits, to stimulate interest in corn growing. W. J. Miller, H. H. Hughes, John Potter and Samuel Douglas have been appointed a committee to investigate and report plans if deemed feasible.

Nashville Tenn.—Best Bros., who have been doing a regular receiving business at Nashville and Chatanooga, are also country shippers. The business at Nashville is managed by Owen M. Best, and the shipping business at Palmer, Ill., is conducted by Fay R. Best and Robt. E. Best, under the name Best Bros

TEXAS.

Abilene, Tex.—Chas. Wristen will embark in the grain business here.

Houston, Tex.—The South Texas Grain Co's. eltr. was burned Dec. 4. Loss \$130,000, partly insured.

Ft. Worth, Tex.—The Burriss Milling Co., of McKinney, is locating a site for the new eltr. to be built at Fort Worth.

Denison, Tex.—E. G. Beall, pres. of the Beall Mill & Eltr. Co. which was recently placed in the hands of a receiver, has moved to Dallas, and expects to travel for the Keating Implement Co.

Sacks of grain which has been left standing in the field 20 to 30 days is seldom a good purchase. Neither the grain or the sacks are in the prime condition the farmer claims and believes them to be in.

Fort Worth, Tex.—The Board of Trade has appointed an experienced inspector, John Upschulte, to grade grain. The Board will appoint an arbitration committee to hear complaints that may be made by shippers. The secy. of the Board is B. B. Paddock.

Beaumont, Tex.—The Josey Grain Co. and the Kirk & Miller Grain & Produce Co. have consolidated their wholesale business and their proposed grist mill business and have incorporated with \$20,000 capital stock. The firm name will be the Kirk, Miller & Josey Grain & Milling Co. of Beaumont.

Galveston, Tex.—Exports for the 3 months ending Dec. 1 included 32,000 bus. of wheat and 281,674 bus. of corn; compared with 6,964,631 bus. of wheat

and 646,629 bus. of corn for the corresponding months of 1903, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade.

TEXAS LETTER.

Dallas, Tex.—The New Century Mill & Eltr. Co. will probably let the contract for a 500-barrel addition to the mill in Dallas some time this month.

Prosper, Tex.—The Lone Star Milling Co. has been chartered with a capital stock of \$50,000. This company takes over the plant and eltr. of a company of the same name which was not incorporated.

The Louisiana Boll Weevil Commission made a visit to Texas last week. They were here for the purpose of investigating the condition of the crops in the districts most affected by the weevil. While in Dallas a committee from the Texas Grain Dealers Assn. waited on them for the purpose of taking up the matter of getting the quarantine against Texas oats raised. The Commission from Louisiana were so busy with their investigation that they took no official action on the petition of the grain men, but took a written statement which they will present to the Commission setting forth the conditions in regard to shipments of oats. The grain men of Texas state there is little to be feared in the way of oats carrying the cotton pest and ask that the quarantine be raised. The committee from the Texas Grain Dealers Assn. was composed of C. L. Moss, Dallas; W. O. Brackett, Sherman; C. F. Gribble, Sherman; Mr. Webb McKinney, Geo. E. Felton, Dallas.

The Texas Railroad Commission has long had the revision of rates under advisement and had made up a schedule or tariff, which it proposed to take up at some future time. This tariff maintains a differential of five cents straight through on flour over grain and in addition does away in a large measure the "two line haul." This proposed tariff also extends the maximum distance to 245 miles. It makes the maximum rate at 245 miles 15 cents on wheat, rye, barley, millet seed, sorghum seed, cane seed, alfalfa seed, grass seed, cornmeal, corn, chops, grits, hominy, mill feed, mill stuff, bran, oatmeal, hominy feed, feed composed of crushed grain and cotton seed, hay, corn, husks and straw. Rates on corn, milo maize, kafir corn, and oats reach a maximum at 170 miles with a maximum rate of 12½ cents, with an additional 2½ cents when a two line haul. Flour rate reaches a maximum at 245 miles with a maximum rate of 20 cents. In differential territory the rate reaches a maximum at 200 miles of five cents on grain and grain products, hay straw, etc., with the exception of flour which reaches a maximum in differential territory of six cents at 250 miles. Transit privileges will remain as they are at the present time with the exception of rule 7 which will be amended as follows: "This rule shall apply whether the stopping point is via the shortest mileage and over two or more separate lines of railway or via one line.—J. S. W.

WASHINGTON.

Seattle, Wash.—A terminal eltr. will be erected at Smith Cove by the Great Northern Railway, it is said.

WISCONSIN.

La Crosse, Wis.—W. W. Cargill has made the Methodist Church at Janesville a gift of \$10,000 in memory of his father.

Oshkosh, Wis.—A large eltr. and market will be built here, if a suitable site can be secured for it by A. W. Kirst and J. P. Durler, who are negotiating the deal for a Chicago company.

Superior, Wis.—A gang of wheat thieves has been broken up by the railroad detectives. Three boys were caught and fined, and the "fence" who bot the stolen grain, Mrs. Antonette Lund, was fined \$17 and costs. Mrs. Lund at times had as much as 200 bus. of wheat on hand. Hundreds of bushels have been stolen every week. The work of the detectives has been made difficult by the practice of permitting car sweeping, the thieves when found with grain claiming they had swept it out of cars unloaded.

MILWAUKEE LETTER.

In the death of I. W. York of Portage, Wisconsin has lost one of its veteran millers and grain shippers.

A. L. Jacobs, who was with E. P. Bacon & Co. for many years, has accepted a position with W. W. Cargill Co. at Green Bay, Wis.

Carl H. Baumann waived preliminary examination in the charge brought against him by Bartlett, Frazier & Carrington and was bound over for trial.

Very little has been heard here this season concerning macaroni wheat and the export trade started by a leading firm of shippers seems to have died a-bornin'.

The Pere Marquette R. R. has added another new ferry to the Milwaukee route, having found the three that were in service inadequate to the needs of current traffic.

Wm. J. Cary, who has been in the employ the Van Dusen-Harrington Co., was elected sheriff of Milwaukee county and has resigned his position with the commission firm.

Two of the most prominent members of the Milwaukee Chamber, Alfred James and Chas. F. Ilsley, died on Dec. 3rd. The latter had been chosen as Presidential elector on the Republican ticket.

Memberships are now selling at about \$490 net to the buyer. Quotations are usually made on the basis of the net price realized by the seller, which has led many who have recently purchased memberships to expect to obtain them at lower figures.

The feature of the barley market has been the demand for "low malting," which sells at relatively favorable figures. Buyers for most grades are holding off, however, and the market is likely to be dull for a time, as it usually is at the close of navigation.

Great interest is being taken by the shipping interests of this city in the progress of the contest being waged against the proposed uniform B-L and it is understood that some contributions have been sent through different channels to the American Shippers Ass'n. and allied organizations.

New corn is beginning to be offered "to arrive" in considerable quantities, but prices offered by feeders and others at country points are so high as to restrict shipment just at present. During most of the time, lately, a small premium has been obtainable here for sound, dry corn over prices ruling in competing markets.

The Wisconsin Grain Dealers' Ass'n. has been very successful this season, in settling disputes and smoothing out difficulties, not only between members of that Ass'n. but also in their relation to other interests.

Sec'y Spoerri deserves great credit for the work which he has personally done in this respect. As a diplomat he has shown ability of no mean order.

It is reported that those who are back of the terminal elevator enterprise are also taking steps to acquire control of a line of country houses, in order to insure sufficient business for it. This, however, would be likely to deprive Milwaukee of the benefit of a public eltr. during the time when it is most needed, and if such a plan carries another house ought to be provided for here.

At the coming session of the legislature one of the members from the interior of the state will introduce a bill providing for reciprocal demurrage, sentiment in favor of which has been steadily growing among the smaller shippers. It is doubtful, however, whether such a law can be enacted, unless the Wis. Grain Dealers' Ass'n and similar organizations take energetic action in its favor. The majority, if not all of the Milwaukee members of the legislature are quite likely to be against it.

Since the passage of the new rules memberships in the Chamber have declined in value, instead of being higher as was expected, and there has been no great rush to buy on the part of country shippers. This is gratifying in one respect, for it indicates that the rumor that some commission houses were favoring certain dealers with half-commissions was unfounded. Had such been the case, the latter would have been compelled to buy memberships in order to secure further concessions. Of course, that conclusion does not necessarily follow, but it is well to give the benefit of the doubt.

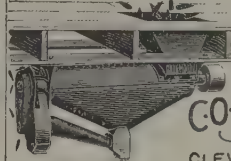
The fall season has been a most peculiar one from the standpoint of Eastern shippers. At the outset it promised much, for barley came pouring upon the market in such quantities as to give them a rushing trade in that cereal, but later on receipts fell off very sharply and the close of the season has not been at all satisfactory. Oats proved to be a disappointing yield, and of wheat the least said the better. Rye gave them a good business for a time but the demand in the East has been variable. As a whole shippers have probably come out better than any other class of buyers; yet there are many rifts in the silver lining of their cloud.

Everyone here but the railroad officials is delighted with the firm stand taken by the President, in his annual message, in favor of legislation for the amendment of the I. S. Com. Law. His recommendation is precisely in accord with the provisions of the Quarles-Cooper Bill, and the latter will be further strengthened by an amendment which Senator Quarles has prepared that is designed to expedite court proceedings when an appeal is taken from the order of the Commission. E. P. Bacon is in Washington, where he will have the aid of delegations from various parts of the country in urging the prompt reporting of the bill by the committees of Congress.

Geo. A. Schroeder, who has probably had more experience in transportation matters than any other member of this board, gave it as his opinion that the N. W. lines could not have legally enforced the new minimum weight rule, and he looked upon its withdrawal as a matter of course as soon as it should have had full consideration by the higher officials. When Mr. Schroeder was Traffic Com'r. for the

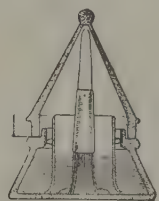


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Chambers, he made very free use of "moral suasion" with the R. R. people and avoided a good many contests simply by pointing out the injustice or absurdity of rates and practices which were complained of. Few are successful in doing this.

Before the commission rule recently adopted here was finally passed it was amended to provide that grain must not be bought O. T. at interior points for more than the ruling market price less the regular rate of commission, the object being to prevent the eltr. companies from paying better prices in the country than they would bid for samples on the open board and thus restricting the competition here, which would operate to the prejudice of both shippers and receivers. It is said that this induced many to vote for the rule who would not otherwise have done so and complaint is now heard that the provision mentioned has been disregarded. Proof of a violation of the



Kherson Oats. After Lyon, Neb Exp. Sta.

rule seems, however, to be rather difficult; for the country dealers apparently do not realize that their interests in the matter are identical with those of the receivers, and that in the long run they will suffer most from a contracted market.

The Transp. Committee of the Mil. Chamber of Commerce is making for itself an enviable record in the promptness and vigor with which important traffic matters affecting this market are taken up with the R. R. Co's. and pressed to a successful issue, so far as can be done under existing laws. The latest example of this is the protest sent to the N. W. and Omaha roads against the arbitrary ruling made in a recent circular that on and after Nov. 22 the minimum weight of cars used would govern freight charges, without regard to the sizes of the car ordered. Not a day was lost, after the receipt of this order at Mil. in sending a formal complaint to the general freight offices, and such a hue and cry was stirred up among shippers generally that it quickly brought the R. R. Co's. to time. A letter received from one of the Ass't. Gen. Frt. Agents of the C. N. & N. W. R'y. states that the circular was issued "by mistake," and steps will be taken at once to rectify the blunder. All of this emphasizes the advice given by the Journal editorially that shippers should be on their guard against the invasion of their rights, lest one wrong successfully imposed upon them by the R. R. Co's. would lead to many others.—I.

Kherson Oats.

Just as macaroni or durum wheat has proved itself adapted to the semi-arid regions of the west, so are Kherson oats suited to large areas west of the 100th meridian.

Many years before the plow of the first settler broke the virgin soil of western Nebraska the mujiks of Russia inhabiting the Chernozem had developed a variety of oats adapted to their climate. In the Kherson government the extremes of heat and cold are severe, and the rainfall is even more uncertain than in western Nebraska; so that when Professor F. W. Taylor, superintendent of Farmers' Institutes in Nebraska, traveled thru Russia in 1896, he eagerly obtained samples of the oats that grew so well under the severe conditions there.

The sample did not arrive in time to plant in 1897. The first sowing in 1898 was on a very small plot of ground; in 1899 the Kherson oats yielded 30 bus. per acre, tho badly damaged by chinch bugs. In 1900 a yield of 52 bus. per acre was obtained; and from this seed small samples were sent to farmers in all parts of the state, whose reports on the crops of 1901-2-3 show that the Kherson oat is peculiarly suited to central and western Nebraska, on account of its habits of growth. Altho it usually yields well in eastern Nebraska, there are other varieties that, in the river counties at least, compare favorably with it. West of that it is earlier, yields better and weighs heavier than any other variety, with the possible exception of the Texas red, which oat is not so salable on account of its color. It has steadily out-yielded the Texas red oat on the station farm. In the dry season of 1901 it showed remarkable drouth resisting qualities.

The Kherson oat is a vigorous, but not a rank grower. The straw is short, and on the same land it stands shorter than any other oats tested at the Nebraska Station, altho the Sixty Day, another Russian variety, lately imported by the U. S. Dept. of Agri., is nearly as short. The leaves are very broad and expose a large surface. As shown in the engraving herewith the panicles are spreading, i. e., it is not a side oat. The berries are light yellow in color, small but numerous, and have a very thin hull. They usually weigh well per bu., and in this respect as well as in yield per acre they have led all other varieties at the Nebraska Station. For the facts and engraving given herewith we are indebted to Bulletin No. 82 of the Nebraska Experiment Station, by T. L. Lyon.

Linseed oil cake amounting to 457,597,953 lbs. was exported during the nine months prior to Oct. 1, 1904; compared with 511,393,575 lbs. during the corresponding period of last year.

Exports of breadstuffs during the 10 months prior to Nov. 1 as reported by O. P. Austin, chief of the bureau of statistics, included 10,982,193 bus. wheat, 36,998,921 bus. corn, 896,579 bus. oats, 93,899 bus. rye, 4,684,297 bus. barley, 9,918,705 bbls. wheat flour; compared with 62,554,798 bus. wheat, 80,707,526 bus. corn, 1,263,295 bus. oats, 2,678,524 bus. rye, 6,886,303 bus. barley and 15,332,887 bbls. of wheat flour for the corresponding 10 months of the preceding year. The total value of breadstuffs exported during the 10 months was \$74,834,934; against \$161,386,545 worth during the corresponding months of 1903.

Seeds

The Missouri Seed Co. has succeeded Trumbull & Co., Kansas City, Mo.

Kuehl & Bruss, grain dealers at Brillion, Wis., are receiving considerable clover seed at their elevator from farmers.

Herbert W. Johnson, of Johnson & Stokes, seed dealers of Philadelphia, Pa., has been elected sheriff of Camden County, N. J.

Indianapolis, Ind., Dec. 1.—Young clover and timothy suffering and threatened with serious injury by drouth.—Gov't Report.

Creditors of the General Artificial Seed Co., of Lansdowne, Pa., have asked the court to appoint a receiver. To Pyle & Mitchell, seedsmen, \$1,389 is due.

Columbia, Mo., Dec. 5.—Missouri's crop of clover seed is 80,000 bus. and of other grass seeds, 336,000 bus.—Geo. B. Ellis, Secy. Missouri State Board of Agri.

Columbus, O., Dec. 1.—The area of clover sown in 1903 cut for seed was 26 per cent and the average yield per acre is 1.35 bus.—M. W. Miller, secy. Ohio State Board of Agri.

Red clover generally has yielded a short crop in the principal localities of production. It appears, however, that the threshing yielded a better result than had been expected, and buyers are less inclined to yield to the pretensions of owners.—Conrad Appel, Darmstadt, Germany.

Clover seed receipts at Toledo, O., for the season ending Dec. 3, were 54,809 bags, compared with 77,219 bags for the corresponding period a year ago. Shipments for the season so far have been 14,257 bags, compared with 10,974 bags for last year. Receipts for the week have been 1,328 bags, against 2,080 bags a year ago. Shipments for the week have been 1,032 bags, against 1,288 bags a year ago.

The Thos O'Hanlon Co., of Chinook, Mont., is endeavoring to encourage the growing of alfalfa seed; and last spring furnished 31 farmers seed for nearly 200 acres from which a yield of 1,132 bus. of seed was obtained. The company contracted to buy the product at \$7.50 per bu. On an average the crop cost three farmers \$16.50 per acre to plant, irrigate, harvest and thresh, and it sold for \$60 an acre, leaving a net profit of \$42.50 per acre.

Seed receipts at Chicago for the week ending Dec. 3rd were 1,051,700 pounds of timothy seed, 56,800 pounds of clover seed, 443,084 pounds of other seed, and 33,075 bus. of flaxseed; compared with 1,254,010 pounds of timothy, 207,375 pounds of clover seed, 684,600 pounds of other seeds and 167,792 bus. of flaxseed for the corresponding week a year ago. Shipments for the week have been 76,425 pounds of timothy, 53,467 pounds of clover seed, 193,307 pounds of other seeds and 3,115 bus. of flaxseed, compared with shipments of 293,320 pounds of timothy, 115,260 pounds of clover seed, 681,067 pounds of other seeds and 7,525 bus. of flaxseed for the corresponding week of last year.

Alfalfa obtained from 5 different states was sown by the Nebraska experiment Station in 1898, by drilling the seed in rows 6 ins. apart. All did about equally well until the following winter, when the

alfalfa from Arizona and California killed out almost entirely. At the same time the Colorado alfalfa was injured, while the Utah and Kansas plants did not suffer so much as those just mentioned, but more than the Turkestan alfalfa, or that from Nebraska grown seed. No further marked loss from winter killing ensued until the winter of 1902-3, when the remainder of the Arizona and California plants entirely disappeared, the Colorado crop suffered further injury, and both the Utah and Kansas alfalfa were injured to some extent. The conclusions to be drawn from this experiment are, not to bring alfalfa seed from a southern to a more northerly region or from an irrigated to an unirrigated soil.—Neb. Bull. No. 84.

The clover seed market has been a firm one lately, principally on the sharp falling off in receipts. Ten days ago we predicted much lighter receipts, and there are no signs of any increase, although this advance may bring out some seed that shippers have been holding at home for better prices. It looks to us as if nearly all the crop had been marketed, and letters from various sections confirm this. The price all season has been an inducement to farmers to sell, although of course, some got very low prices on account of their seed being of inferior quality. Foreigners do not seem to be hungry. They took seed early in the season and resold some of it. The Eastern buyers have been afraid to buy, and may wait until after the first of the year, but they will need seed this year just as they always have. Foreigners, however, may not be obliged to take much. Whether present price discounts the crop shortage is an open question. Some think it does while others believe the supplies warrant \$9.00, and even higher for prime. Stock here is about the smallest ever known at this time of year, being something like 45,000 bags against 65,000 last year, 50,000 bags in 1902, 60,000 bags in 1901 and 1900, 80,000 bags in 1899, and 100,000 bags in 1898. The bulk of the stock is owned by local dealers, part probably hedged by sales of March, and part held for better prices, which most of them seem to expect.—J. F. Zahm & Co.

"Hear you've been speculating, old man. What did you realize?" "I realized that I was a blamed fool," replied the other man sorely.—Cincinnati Price Current.

The whisky trust has been cutting prices to demoralize the market for the independents, and has sold thousands of barrels at \$1.23. The war is becoming bitter.

Beans and dried peas amounting to 510,244 bus. were imported during the nine months prior to Oct. 1, 1904; compared with 608,288 bus. during the corresponding months of the preceding season.

The visible supply of wheat in Europe, 103,000,000 bus., is greater now than ever before in the history of the world. Are they waiting for the American consumer to buy this and pay 25 cents per bu. duty?

Exports of beans and peas amounted to 159,403 bus. during the nine months prior to Oct. 1, 1904; against 105,946 during the corresponding months of the previous year, as reported by O. P. Austin, chief of the Bureau of Statistics.

Toledo Seed Letter.

With the closing of last month, clover seed trade was a little light while prices were steady. There was some weakness in futures and receipts were light. Since then, the situation has taken on marked improvement and business has been active. Speculators have grown quite numerous and prices have been climbing skyward with each succeeding day until the \$8 mark was reached on the third day of the month. Prices have been going upward by leaps and bounds and the outlook is gratifying. The sensational advances, in spite of the receipts being considerably larger, were as high as 7½ cents. The tone of the market is strong, and this, linked with the reports of short crops elsewhere, lends more strength to the future situation. Toledo seems now to be the center of attraction. March seed has sold during the past few days as high as \$8.10 and the bulls are the happiest lot of fellows one would care to meet.

E. W. V. Kuehn had the following to say on the situation: There is no specific cause that can be given for the big improvement in the prices of seed outside of light receipts which prevailed for a number of weeks. The trade seems to have been assuming a waiting attitude, which has been rather expensive. Seed now is over \$2.50 higher than it was at the opening of the season and the market is even going still higher. Those fellows who were bears when seed was \$5.75 are now bulls and are crying for \$9 seed. Considerable export buying of late is indicated by the Baltimore market. It seems there was a pretty good crop in the Cumberland Valley, but the quality of the seed is very poor. While it is difficult to see the future, the indications are that seed will go much higher.

John Keller, of C. A. King & Co.—"Yes, I would be surprised if clover seed went to \$10, but this is possible in the face of the present conditions. Seed is high now and indications are that it will be still higher. There has been considerable seed exported from Baltimore during the past few weeks. This talk about such a large crop in the Cumberland Valley seems to have had rather a poor foundation. Those Baltimore fellows have peculiar conceptions of what a big crop is. The fact is the big crop did not materialize, while the prices down there have been some under Toledo. There has been considerable exporting from the Northwest, which seed is a little larger than our berry. The Cumberland Valley and Northwest crops are about all in when Toledo, as usual, will be the center of attraction for the remainder of the season. In October, March seed sold for \$7.72½, while today, December 6, it closed at \$8.07, an increase of a little better than 35 cents, and a price which does not augur well for the fellow who is playing with the long end of the market."

Walton E. Stone, of Churchill & Co.: Time alone can tell just how large the crop will be. Now we are more than 20,000 bags short of a year ago, and for last week as compared with the same week of a year ago, the receipts were 752 bags less. The receipts since the first of the month have been a little larger than expected but this is accounted for in the filling of sales made for December delivery. With these December options out of the way, the receipts will be much lower again. This will encourage still higher prices for seed than heretofore known this season.—H. D.



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To equip your Grain Elevator Building with our light self-lifting passenger lifts. Strong and substantially made.

INEXPENSIVE, QUICK.

No more work climbing stairs. Cost no more than stairways and take up one-quarter the room.

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SIDNEY ELEVATOR MFG. CO.

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THAT BAG

is used everywhere by
UP-TO-DATE
GRAIN DEALERS

It is serviceable and cheap.

Write for prices
Milwaukee Bag Co.
Milwaukee, Wis.



Grain Register

No. 12 AA.

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8¼ x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contains spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

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255 La Salle Street
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How the Fight was Started.

BY A. T. FERRIS.

"Cheer up!" said the traveling man, as he stepped inside the door and warmed his hands at the little sheet-iron stove. "What are you looking so blue about?"

"Hello, Tim! Where'd you blow in from?" replied the one addressed, raising a dejected looking countenance which had been supported on the palm of his hand. "Oh, there's nothing much the matter," he went on, without waiting for the other's rejoinder. "That is, nothing in particular; it's everything in general. You've been up the road, haven't you? What'd you find there? Meet any shipper that's making money?"

"Well," replied the traveling man, "I can't say that I have found anyone who felt over and above prosperous; but there's lots of them worse off than you are here. What's the trouble, anyway? I understood your receipts were running pretty fair? If you're buying on a decent margin you ought to be able to pull through the season with something of a balance on the right side of your ledger."

"Mebbe I can," said the dealer, "but it don't look that way just now. I'll tell ye, Tim, the farmers around here had just begun to haul in their stuff pretty freely and were looking forward to a good run of business for two or three weeks, when Smithkins and Williams both broke loose from their reservations and started in to scalp each other. It makes me plumb sick when I think of how it started over *nothing at all*. You recollect that old skeezics of a Tompkins, who nearly got me into a row with your firm thro' lying about the price he got for the feed barley he shipped you—and which really netted him less than I offered him right here? Well, he drove up to Williams' eltr., about two weeks ago, with a load of barley and asked Williams how much he'd give. '35 cents,' says Williams. 'Go 'long,' says Tompkins back to him. 'I took the precaution to get a quotation on that grain from Simonds & Co. and they said it was worth 39½ cents, track here.' 'I don't believe ye,' says Williams, firing up; 'you ship it along to them yourself and see what you get. They won't handle it, anyway.' 'Yes they will,' returned Tompkins, in that confident way he's got, 'because Smithkins is going to ship it for me, if I want him to, and take ¾ of a cent for his trouble.' Then Williams lost his head and—O, what's the use of telling it all over. You know how those things go. Tompkins tricked him into paying 38 cents for the barley, and that very afternoon he made a deal with Smithkins at the same price, by showing him Williams' check. Then Smithkins went over and cussed Williams until he was purple in the face, and Williams gave him some hot shot back. I tried to find out the cause of the row, but they was so mad that I couldn't get any clear understanding out of it, and when I lost my temper myself and called 'em a passel of fools they both turned on me. We haven't any of us spoke to each other since, but I've let them fight for the grain. If they want it at the prices they're paying, they can have it. I've only just found out, in a round-about way, about the trick Tompkins played on them."

"So," said the traveling man, after a moment's reflection. "Well, now, this is too bad—and so near Christmas, too. I'll have to see what I can do."

"I wish you would, Tim," said the other.

Not two hours afterward the traveling man reappeared in the door and behind him were Williams and Smithkins, looking a bit sheepish but evidently on amiable terms with each other; and as our dealer gave each of them a hearty clasp of the hand, he felt that the spirit of good will was once more hovering over Crystal Falls. Tim's "Cheer up!" had been a prophecy.

Death of P. F. Lucas.

In the death of P. F. Lucas, of the firm of Goffe, Lucas & Carkener, the grain trade of the Southwest has lost an active,



Percy F. Lucas, Kansas City, Mo. Deceased.

progressive factor and most of the members of the trade have lost a personal friend, for his acquaintance was wide, he having traveled the grain districts of the Southwest for a number of years.

Percy Franklin Lucas was still a young man, having been born in Winterport, Me., forty years ago. He graduated from the high school of Mansfield, Mass., in 1881 and several years later went West and located at Kansas City. He soon made a place for himself in the grain business and together with W. C. Goffe and Geo. S. Carkener, organized the grain commission firm of Goffe, Lucas & Carkener and thru years of hard and conscientious work helped to establish a profitable business.

Mr. Lucas was married and a member of the Universalist Church. His sudden death was the result of an operation for appendicitis, the shock being too much for his frail constitution to withstand. Mr. Lucas had a host of friends in the grain trade, thru years of personal solicitation and consideration for the comforts and rights of others. He will be greatly

missed and mourned by his many friends, and especially by his business partners with whom he has so long been intimately associated.

The Kansas City Board of Trade adopted resolutions of respect upon receipt of notice of his demise and attended the funeral in a body.

Carelessness Caused a Discount.

BY FRED MYERS.

"I do not understand why there shud have been a poorer quality of barley on the top of the load," wrote a grain dealer to his selling house in one of our large markets; "it was all taken from the same bin and well mixed before being run in." As an afterthought he added: "Probably there was a little of a previous lot left in the bottom of the bin." Any receiver who reads this will be quite likely to smile at the word "probably," for he will know it is two to one that this is exactly what had occurred.

How long will it take some shippers to learn that cleaning out their bins regularly is of prime importance to them? There can be but few who do not realize that a small quantity of poor stuff scattered over the top of a load of nice grain will usually lead to a discount in the price obtained for it, and ignoring this fact seems to be a pure carelessness. Perhaps some of the "shortages" about which complaints are made have also resulted from leaving a small quantity at the bottom of a bin, the *in* weights of which are used for the invoice. If so it causes trouble in both respects.

Comparative Units of Traffic.

Wheat is a standard alike for the volume and weight of cargoes. When in bulk on board ship this commodity occupies about 15 per cent less space than when filled into measure of capacity in the customary way. So, compressed, a ton of 2,240 pounds occupies about 40 cu. ft., says Lewis M. Haupt, of the Isthmian Canal Commission.

A registered ton, for measurement of the entire internal capacity of a vessel, is 100 cu. ft.

A shipping ton is 40 cu. ft. in the United States and 42 cu. ft. in Great Britain.

Measurement cargo.—The capacity of a vessel for cargo on voyages of average length is usually estimated at from 20 to 25 per cent less than the register tonnage or entire internal capacity.

The dead weight cargo of a vessel, or the net weight in tons of the cargo which the vessel can safely carry on voyages of average length, is approximately ascertained by dividing the entire internal capacity of the vessel in cubic feet by 63 and deducting from the gross results about 7 per cent for the weights of water, provisions and crew.

Corn and rye are lighter than wheat, and when compressed in bulk 40 cu. ft. would only weigh 2,118 pounds. Beans and peas, 60 pounds per bu., are rated the same as wheat.

Exports of rice for the nine months prior to Oct. 1 amounted to 2,970,045 lbs.; compared with 631,752 lbs. for the corresponding time of the previous year.

A Minneapolis mill reports that the first million barrels of flour made from this season's wheat took 300,000 bus. more wheat than should have been required.

Supply Trade

Definite advertisements bring definite orders.

The S. Howes Co. is favoring its friends and patrons with a neat desk calendar.

McLeod Bros. have purchased a building at Marietta, Kan., and are fitting it up to manufacture their automatic scales.

The Avery-Caldwell Mfg. Co., of Bell-air, O., has begun the manufacture of elevator buckets. The machinery was tested Dec. 3.

The Allis-Chalmers Co., of Chicago, Ill., has issued a handsomely illustrated catalog describing its hydraulic turbines and governors.

The merchant who says he doesn't need to advertise because he has the best goods for the least money is just the man who has the best reason for advertising.

The Ez Grain Bag Holder Mfg. Co. has been incorporated at Milwaukee, Wis. The capital stock is \$21,000; and the incorporators are F. R. Payne, Geo. H. Keerl and Mrs. N. E. Payne.

Among the prize winners at the St. Louis World's Fair are Huntley Mfg. Co., of Silver Creek, N. Y.; Sprout, Waldron & Co., Muncy, Pa.; Fairbanks, Morse & Co., Chicago, Ill.; and the N. P. Bowsher Co., South Bend, Ind.

Wm. F. Braun's automatic grain weighing machine is to be built at Muskegon, Mich., where part of the Electric Alarm Co.'s factory has been leased and will be equipped with special machines for the manufacture of the weigher.

The Stephens-Adamson Mfg. Co., of Aurora, Ill., will erect an addition to its machine shop to provide 18,000 feet additional floor space. The new shop will be equipped with improved appliances to turn out the best work at low cost.

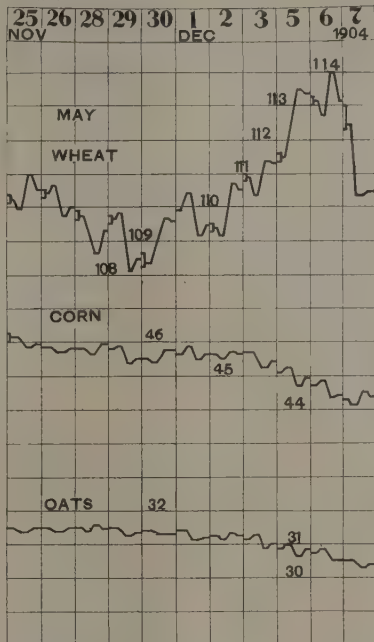
The Hart Grain Weigher Co., of Peoria, Ill., has brot suit against the Ben Steele Weigher Mfg. Co., alleging that its three patents are infringed, and asking an injunction to restrain the Steele Co. from continuing to avail itself of the improvements.

Herbert H. Rice, formerly in the advertising department of the Nordyke & Marmon Co., Indianapolis, Ind., has returned to the company after a year in the mail order business at Kansas City, and will take charge of sales and publicity in the automobile department.

The Hall Distributor Co., of Omaha, Neb., has had calls for its Signaling Grain Distributor and Non-Chokable Boots from France, Germany, Austria and New Zealand. Not having taken out patents in those countries, the company has heretofore declined to engage in exporting them, but is now arranging with a large construction and engineering company in Brunswick, Germany, which has branch houses in all countries in Europe and in the Argentine Republic, South America, to handle these devices. The distributor is being manufactured in several places in Canada, and it is predicted will now be use in all the grain growing countries of the world.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Dec. 8 are given on the chart herewith.



Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat since July 1 and prior to Dec. 9 have been 131,000,000 bus.; compared with 134,973,000 bus. for the corresponding period of the preceding year.

Corn receipts at primary markets for the present crop year prior to Dec. 9 have been 67,528,000 bus.; against 70,114,000 bus. for the corresponding period a year ago.

Roumania is in the same position with regard to corn that the United States is in with respect to wheat. Usually a large exporter of corn, this year that country will probably have to import maize from Argentina.



He Doesn't Seem to Be Able to Keep Prices Down.—Zahm's Circular.

We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

EXCELLENT OPENINGS FOR MILLS

All owners of flour mills and grain elevators located in the older-settled sections at points where conditions are not entirely satisfactory can be accommodated with locations along the



We will be glad to give particulars regarding very fine openings for mills, especially, in the best wheat growing sections of Oklahoma where large quantities of wagon wheat can be secured. Excellent inducements can be secured from local parties.

Write for a copy of handbook entitled "Opportunities".

M. SCHULTER
INDUSTRIAL COMMISSIONER
Frisco Building ST. LOUIS, MO.

"The Special Car Mover" IS PUTTING IT MILD "The Special Train Mover" IT SHOULD BE STYLED



SHIPPED ON TRIAL

Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$5.00 F. O. B. Odebolt, Iowa. Shipped C. O. D. subject to 10 days' trial and acceptance.

THE CONVEYOR CAR LOADER
Leads in its line. Carries grain from chutes that are low down and any distance from track. The new plan rope-drive connections furnished solves problem of loading from any number of chutes. Shipped on trial.

THE INCLINE ELEVATOR AND DUMP and Storage System is the best and cheapest ear corn and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn, etc., without shoveling. Attracts the most profitable part of the business. Write for full particulars.

IOWA GRAIN & MFG. CO., Odebolt, Ia.

Impurities in Clover Seed.

Interesting data regarding clover seed and its impurities are contained in Bulletin No. 98 of the Ontario Agricultural College, to which we are indebted for the engraving herewith.

Sixty samples obtained from different parts of Ontario were tested by Professor J. H. Panton. The nine samples that were obtained from wholesale seedsmen were high quality and reflected credit upon the trade; while the poorest sample in the 60 was obtained from a farmer and showed 22 per cent of weed seeds.

A sample of red or alsike clover containing 1 per cent of weed seeds will give 7 weed plants in a square yard containing about 750 clover plants. Professor Panton estimated 1 pound of alsike clover to contain 640,000 seeds, and 1 pound of red clover 300,000 seeds; and the rate of sowing in his calculation was 6 pounds to the acre of alsike and 12 pounds of red clover. Reliable seed dealers can be depended upon to supply clover seed containing less than 1-10 of 1 per cent of weed seeds and producing a stand having not more than one weed to the square yard.

One sample, $\frac{1}{2}$ oz., obtained from a Toronto seed dealer, contained not a single weed seed. Twenty-six samples contained less than 1-10 of 1 per cent of weed seeds; and 44 samples contained less than 1 per cent of weeds, showing that it is possible to obtain alsike and red clover approximately pure. Samples containing more than 1 per cent of weed seeds probably have not been cleaned or have been fraudulently adulterated. The farmer should not purchase such impure seed for sowing his fields; but should leave to the seed dealer the task of purifying and recleaning samples so foul.

Grasses other than clover were the commonest impurity found by Professor Panton. Of seeds of weeds sorrel was found in 32 samples; white cockle in 27; chicory, 17; rib grass, 9; campion, 8; chess, 6; black blindweed, 5; and ragweed, 4. These, and the ox-eye daisy, another common weed, are represented in the engravings herewith, showing the seed natural size and greatly magnified. Only 3 samples contained smartweed.

Some samples of comparative purity possessed very low vitality, germinating less than 90 per cent. Thirty-nine samples germinated 90 per cent or more; 12, 95 per cent or more, and 2 samples 98 per cent.

Professor Panton's conclusions are that

the number of seeds present is of more importance than their weight in determining the number of weeds. The presence of weed seeds is far more serious than any adulteration from pieces of quartz, gravel or wood. It is a great mistake to buy cheap seed, as it is likely to possess poor vitality by being old, and to contain the seeds of weeds. Seedsmen, who sell pure seed, require expensive machines to clean it, and therefore can not be expected to sell their seed as cheap as those who take little pains to have a good article.

Working for Better Cars.

The Peoria Board of Trade's Comite. on Wts. and Measures is working for better cars and stronger car doors for grain as well as to induce country shippers to exercise greater care in cooping and loading cars. C. H. Feltman, Chairman of the Comite., informs us that the Supt. of every railroad entering Peoria has recently received a letter containing the following suggestions:

For some months the Peoria Board of Trade has kept a record of the causes of leaks in grain cars, and find that 40 per cent of the leaks are due to the sides or ends of the cars being sprung and broken posts. One of the causes of this, we think, is that most coal is being loaded with steam loaders that put the coal into the cars with such force or under such pressure as to loosen the sides or ends and at times break the posts.

We do not wish to be obtrusive, but at the prevailing prices, loss of grain in transit is a very serious matter to shippers, and we feel warranted in calling your attention to the matter as there is probably some way to obviate this by regulating the use of these loaders or regulating the kind of loader to be used, or in some other manner.

Another cause is, we think, that lumber is shipped now mostly in a dressed state and shifts from end to end very easily and often is thrown with great force against the ends of the cars in switching. This might be remedied by blocking up the ends of the lumber and make it tend to shift to the center of the car and not shift so easily to the ends.

Sometimes these cars are fixed up and show no signs of having been leaking when they arrive at their final destination, and we get censured for returning short weights. Such mishaps should be reported to the receiver of the grain to exonerate him from the unjust blame of returning short weights.

We further find 30 per cent of the leaks are from defective grain doors. In late years the capacity of the cars have been increased, but the doors furnished have not been proportionately strengthened,—if anything, the material is poorer. The boards that have to be put on above the regular door do not have to stand the pressure that comes on the door below,

and the result is the door often bulges out beyond the boards and a bad leak is the result.

We would suggest that full and half doors be made in equal number. These doors to be made with a center cleat nailed in each board the full width of the boards and have the cleat on the half door project 3 or 4 inches beyond the door on one side. This projection to be put on the outside of the bottom door when they are placed in position. This would prevent the bottom door from bulging out beyond the top door and causing a leak. As the bottom door has to stand the greater pressure, it would strengthen this door materially to double the top and bottom boards on this door, as some roads are doing. We do not think the extra expense would amount to near as much as the claims made for loss of grain from this cause. A good many cars have the pins missing for doors, and such cars are apt to arrive with seals broken and doors open. Some cars are made with a combination pin and hasp on the door, and this overcomes this difficulty.

There are other causes of leaks due to accidents which are mostly unavoidable, but the causes mentioned above are the principal ones, and we think they are susceptible of being overcome and possibly in a different manner from what we suggest, and we hope for due consideration of the matter at your hands.

To fertilize the soil good farmers at infinite labor and expense draw manure and spread ground phosphate rock, salts, from Stassfurt, and nitrates from Chile; all to secure one valuable ingredient, nitrogen, an element that forms one-quarter of the air we breathe. Chemists have discovered that the reason clover, alfalfa, beans and peas enrich the soil is that these legumes take the nitrogen from the air and fix it in the soil, by means of tubercles on the roots, the growth of the tubercles depending on the presence of certain germs. Dr. Geo. T. Moore, of the U. S. Dept. of Agri., has discovered a method of multiplying, preserving and shipping the germs, so that any farmer can inoculate his soil. A package of these microbes that can be carried in the pocket is more effective than several cartloads of manure. Each package sent out by the Dept. of Agri. is sufficient to inoculate 1 to 4 acres. Actual experiments on poor soil have shown the following remarkable increases in crops as the result of inoculation: oats yield increased from 8.4 bus. to 33.6 bus. per acre; rye increased from 4.5 bus. to 23.5 bus., and wheat from 18.6 bus. to 26.9 bus. So great is the power of Dr. Moore's bacteria that seeds soaked in the solution will sprout and produce luxuriant plants in quartz sand from which all plant food has been burned out by heating red hot.



Sorrel.



Ragweed.



Ox-eye Daisy.



Bindweed.



Black Bindweed.



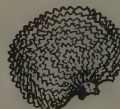
Chicory.



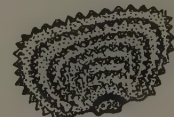
Rib Grass.



Chess.



White Cockle.



Bladder Campion.

After Panton, Ontario Agri. College.

Supreme Court Decisions

The seller of potatoes who failed to deliver the grade agreed on was not liable for any loss which the purchaser could have prevented by the exercise of ordinary care.—Northern Supply Co. v. Wanguard. Supreme Court of Wisconsin. 100 N. W. 1066.

Where plaintiff's title in an action for conversion of crops in the Indian Territory depends on the ownership of the land, the local Indian laws may be put in evidence to establish such ownership without specially pleading them.—Brown v. McNair. Court of Appeals of Indian Territory. 82 S. W. 677.

In the absence of a waiver, a landlord has a lien on all the products grown upon his farm, whether raised by the tenant, or by a subtenant or assignee under the tenant, and whether the landlord consented to the subletting or assignment or not.—Edwards v. Anderson. Court of Civil Appeals of Texas. 82 S. W. 659.

When a message announcing prices, sent in contemplation of a trade, is erroneously transmitted, the party injured through acting upon the erroneous message may recover the amount of his actual loss caused by the decrease in the price he obtained, or, in case he is a purchaser, the increase in price he is obliged to pay in consequence of the error.—Western Union Tel. Co. v. Dubois, 128 Ill. 248, 21 N. E. 4, 15 Am. St. Rep. 109.

When the fire is caused by the negligence of the railroad corporation, an insurance company which has paid a policy of insurance upon the property injured may maintain an action in the name of the owner against the railroad to recover from it the amount so paid, not exceeding the difference between the value of the property and any sum already paid by the railroad company to the owner.—Dyer v. Maine Cent. R. Co. Supreme Judicial Court of Maine. 58 Atl. 994.

Under a contract by which plaintiff merely agreed to sell and deliver to defendant ties, to be of a certain quality, payment to be cash on delivery, defendant has the right on their arrival to examine them before accepting and paying for them; and a shipment with a sight draft accompanying the bill of lading, without an offer of inspection before acceptance, deprives defendant of such right, and therefore is not a sufficient tender of performance.—Thick v. Detroit U. & R. Ry. Co. Supreme Court of Michigan. 101 N. W. 64.

Defendant ordered a car of corn through a broker, who ordered it from H., who shipped the corn, consigning it to himself. When the car had been placed on the switch at its destination, the broker opened the car and delivered the corn to defendant, who paid the broker for it. Thereafter the railroad paid H. for the corn, the broker refusing to do so, and the railroad then sued defendant for conversion. Held, that plaintiff was entitled to maintain the action.—Fordyce & Swanson v. Dempsey & Beasley. Supreme Court of Arkansas. 82 S. W. 493.

The Augusta Brokerage Co. has obtained from the Supreme Court of Georgia

a reversal of the judgment of the lower court in favor of the Central of Georgia Railroad. For years all the railroads at Augusta have been delivering grain and hay to the warehouse of the Augusta Brokerage Co.; but the Central of Georgia made an exception of cotton seed. The Central delivered cotton seed to the oil mills, yet refused to switch cars to the plaintiff's warehouse, and also refused to deliver seed for reshipment in other cars, while other roads did permit such reshipment. On account of this discrimination plaintiff has suffered a loss of \$5 per car, and asks exemplary damages of \$10,000. 48 S. E. 714.

The locomotives of railroad companies by night and day rush with great velocity through the land. They are here to-day, and to-morrow may be hundreds of miles away. They are within the control of the defendant. The method of their equipment and manner of their operation are known to its employees, who are always present with the engine, and evidence touching this subject is easy of production on its part. The owner of the property destroyed has no such opportunities of knowledge, says Judge Powers of the Maine Supreme Court. It may be often exceedingly difficult, if not impossible, for him to even identify the engine which has caused the injury, or to obtain the names of those who know about its equipment or its use. He is frequently absent, and, if present at the time and place of the fire, he can obtain but a momentary view of the locomotive. He has no opportunity for inspection, and knows nothing of its equipment and management. He can judge only by the result, and can often obtain no other proof as to whether the injury which he suffers has been caused by negligence. It is similar to those cases in which the burden of proof is cast upon him who best knows the facts. In this state the question is a new one. We are at liberty to adopt that rule which seems to us most consonant with reason and justice, and we think that negligence in the construction, equipment, or management of the defendant's locomotive engine may fairly be inferred from the fact that the fire was communicated by sparks from it, and that, there being no evidence or circumstances to rebut that inference, it is sufficient to enable the plaintiff to make out a prima facie case of negligence and maintain this action. This view is amply supported by the following among many authorities: Chicago, B. & Q. R. R. v. Beal (Neb.) 94 N. W. 956; Illinois Central R. R. Co. v. Mills, 42 Ill. 407; Spaulding v. Chicago & Northwestern R. Co., 30 Wis. 110, 11 Am. Rep. 550; Id., 33 Wis 582; Gulf Ry. Co. v. Benson, 69 Tex. 407, 5 S. W. 822, 5 Am. St. Rep. 74; Clemens v. Hannibal & St. J. R. R. Co., 53 Mo. 366, 14 Am. Rep. 460; Burke v. Louisville & Nashville R. R., 7 Heisk. 451, 19 Am. Rep. 618; Hull v. Sacramento Valley R. R. Co., 14 Cal. 387, 73 Am. Dec. 656; Louisville & C. R. R. Co. v. Marbury Lumber Co., 132 Ala. 520, 32 South. 745, 90 Am. St. Rep. 917; Same v. Reese, 85 Ala. 497, 5 South. 283, 7 Am. St. Rep. 66. "In the case of railroad engines it has been repeatedly decided that the fact that the fire had been communicated by them to the premises is sufficient to raise a presumption that the railroad was not employing the best known contrivances to retain the fire, and to make out a prima facie case of negligence." Cooley on Torts (2d Ed.) 702.—58 Atl. 994.

The F. R. MORRIS GRAIN DRIERS stand at the head for perfect work. Do not install a high priced grain drier without investigating. Any capacity from 1,000 to 10,000 bushels per day to suit requirements can be furnished. A thorough investigation will convince anyone that the MORRIS DRIER is the only drier that will dry grain without injuring its natural luster or hurting the fiber of the kernel, thereby causing it to break up in handling. This one fact alone demonstrates its superiority over all others.

The conditioners and coolers for grain getting slightly out of condition are a great addition to any elevator and where the moisture is not too great but where a large amount of excess moisture is present then the drier must be used. Do not delay until you have lost grain enough by deterioration to pay for a drier but make up your mind and order at once. Address,

F. R. MORRIS, Milwaukee, Wis.

Grain Purifying

When properly done is the most profitable work in the elevator, and costs very little.

Must, Smut and Mold Odors, Water and Climatic Stains Removed, leaving grain clean in appearance and with natural aroma.

Every elevator is interested in this work, and you should write us by next mail for description and grain samples of work. Address

Caldwell & Barr

EARL PARK, INDIANA

CIFER CODES

ALL KINDS.

WRITE FOR CATALOG TO

Grain Dealers Company,
CHICAGO, ILL.

Record of Cars Shipped FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½ x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle St., CHICAGO, ILL.

Grain Carriers

The New York state canals were officially closed Nov. 26.

Three solid trainloads of Nebraska corn left Omaha Dec. 5 for export to Europe via Galveston.

Surveys for an extension of 200 miles from Caspar, Wyo., west, are being made by the Chicago & Northwestern Railroad.

The Harriman lines have ordered 100 locomotives of the Baldwin Locomotive Works, 76 of which are for the Southern Pacific.

Wheat rates from the Pacific Northwest to points east of Chicago have been advanced 1 cent per 100 pounds, effective Dec. 12.

Tracklaying is soon to begin on the Arkansas, Missouri & Texas, which has been graded from Chanute thru Cherokee Co., Kan.

The Omaha, Beatrice & Lincoln Electric Railroad Co., which is soon to be built, will haul grain freight as well as passengers.

Orders for new freight cars will soon be placed by the New York Central, 2,000 cars; Canadian Pacific, 2,000 cars, and Reading, 1,000 cars.

A bill establishing a state railroad commission will be introduced in the Washington and Indiana state legislatures, with good chances for passage.

Chicago, Burlington & Quincy has ordered an additional 1,000 cars of the Pullman, Co.; the Grand Trunk 1,000 cars of the Western Steel & Foundry Co.

The people of the United States do not want state ownership or operation of railroads. They do want a free field and no favor. The railroads can and must give it.—*The Railway Age*.

A ruling has been made that American bottoms may load Canadian wheat to hold at Buffalo during the winter, if the cargo is bonded, and a U. S. inspector is in charge of the vessel.

Modification of the present demurrage law of Connecticut will be asked by the New York, New Haven & Hartford Railroad, claiming that the allowance of 4 days for unloading is excessive.

Louisville shippers have obtained from the railroads an explanation of the uniform bill of lading that confirms their opinion that the bill is bad, and they will fight its enforcement vigorously.

The largest number of bushels of grain loaded into a vessel on the lakes was loaded recently at Sturgeon Bay, Wis., into the steamer Mary C. Elphicke for Buffalo. The cargo consisted of 422,000 bus. of oats.

Car service assns. of the United States handled 21,000,000 cars during the 9 months prior to Oct. 1, as reported by O. P. Austin, chief of the Bureau of Statistics; compared with 21,500,000 cars handled in the corresponding months of 1903.

Threatening indications of rate wars in 1905 led to a meeting recently of freight officials of eastern and western railroads at New York to urge one another to maintain rates. An agreement was signed absolutely to maintain tariffs. A boycott

is to be placed on any road that cuts rates openly or secretly.

Navigation of the upper Missouri River has continued late with a good stage of water and no signs of ice. On Nov. 17, 11,000 bus. of wheat arrived at Washburn, N. D., by boat from Mannheim. Three boats towing barges ply between Washburn and up-rivers points. The grain crops around Mannheim this year are the largest on record.

All the grain shipped from Fort William, Ont., this fall, with the exception of 3 cargoes, has been taken out by Canadian boats. The U. S. steamers Watson and Mack have taken cargoes for Buffalo. High rates were paid at the close of the season, one of the last boats to leave, the Martin Mullen, receiving 4 cents per bu.

Baltimore & Ohio directors have been asked to buy 8,000 freight cars for 1905. The last time the operating officials asked for 5,000 cars the management ordered only 1,250. The operating officials know

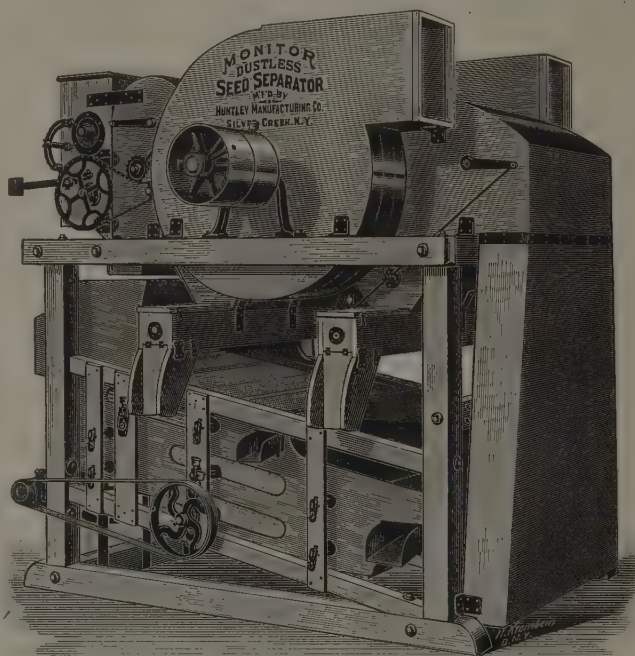
The Monitor Seed Separator.

No branch of grain handling offers greater possibilities than that of seed grain which at the present time should command the attention of the trade. The greatest essential of the seed industry is perfect separation and cleaning of the stock, for seed grain should be uniformly free from all foreign elements.

In that connection the Monitor Dustless Seed Separator is worthy the attention of every dealer in seeds.

This separator is especially adapted to close and uniform work, four distinct air currents and three deep sieves being used to attain the ends sought.

In operation, the Monitor Automatic Feed shakes the uncleaned grain from the hopper and scatters it in a thin stream into the first suction leg where two perfectly controlled air currents weigh each seed in the air and draw off the light impurities and foreign matter. From here



how many cars are needed; the directors know how great a part of the earnings must be devoted to paying dividends on watered stock.

Officials of the Pennsylvania Lines West have requested the directors to purchase 6,000 freight cars, which are absolutely necessary to handle the traffic. The demands of the operating department for more cars last year were only partly satisfied by the directors; and it is not believed the full 6,000 will be provided, as the record of the Pennsylvania for nearly half a century past shows that its directors take care of dividends first and shippers last.

The Texas Railroad Commission gave notice Nov. 29 that a hearing will be held Jan. 17 to consider an entire revision of the rates on grain, flour, cereals and hay. A number of reductions are proposed, especially in maximum distances, while the tariff is constructed on continuous mileage for joint shipments, instead of the sum of the locals, as in the current tariff. The differentials are also to be based on straight mileage and not prescribed separately for each line.

the seed is spread evenly into the scalper, which removes the coarsest material, the seed passing to the third or upper screen, which is of two-thirds length. From here it passes to the main screen which is also of double length; this screen tails over the coarse matter and passes the seed to the bottom or sand screen, where all small seeds and particles are passed through and the grain tailed over into the last suction leg where two more air currents complete the cleaning operation.

Automatic traveling brushes keep the screens clean at all times and eighteen suction screens adapt the machine to all classes of seeds.

Deering and McCormick corn pickers have been in successful use near Aurora, Ill. Only 5 or 6 of the machines were sold in 1903.

Argentine wheat shipments from Jan. 1 to Nov. 19 have been 89,140,000 bus.; compared with 60,860,000 bus. for the corresponding period of 1903.

Grain Shippers Attention!

The Interstate Commerce Commission has given the National Association permission to file data showing the amount of freight paid by shippers, the amount of claims filed against the railroads as well as the claims paid, from January 1st, 1904 to date.

This information is to be used in connection with the investigation now going on, in regard to the Uniform Bill of Lading, for the purpose of showing that the total amount of claims paid by the common carriers is so small that the advance of 20 per cent for assuming their common law liability would be very excessive.

It is very important to have this information as quickly as possible so it can be considered by the commission prior to January 1st, 1905.

You can compute the amount of freight paid very easily by figuring the total amount of pounds shipped by the freight rate from point of origin to destination. If your data is not sufficient you can approximate same very closely.

Yours very truly,
GEORGE A. STIBBENS,
Secretary.

Chicago, Ill.

Meeting of Directors G. D. N. A.

The meeting of the directors of the Grain Dealers Natl Assn called for Nov. 30 in Chicago was attended by R. B. Schneider, President, Jay A. King, D. Hunter, W. S. Washer, A. E. Reynolds, H. S. Grimes, H. L. Goemann, A. F. Brenner, Geo. A. Stibbens, Secretary.

The meeting was called to order by President Schneider.

An invitation from the American Elevator and Grain Trade inviting the Directors to luncheon was read and accepted.

The President appointed a committee composed of H. S. Grimes, Jay A. King and H. L. Goemann, to draft a resolution protesting against the adoption of the Uniform Bill of Lading. The resolution adopted is as follows:—

Resolved, at a meeting of the Directors of the Grain Dealers National Assn, this 30th day of November, 1904, that they voice the sentiments of the American Shippers' Association, in their action on the Uniform Bill of Lading, and ask you to in every way assist them in their efforts to effect the changes they desire.

A copy of this resolution was directed to be sent to John M. Glenn, Secretary of the American Shippers Assn., Frank J. Firth, Chairman of the Uniform Bill of Lading Committee, and to the Secretary of the Interstate Commerce Commission.

It was decided by the Directors to postpone the selection of time and place for the next annual convention to the next meeting of the Board of Directors, which will be held in a short time.

Mr. H. S. Grimes requested the endorsement of Mr. John B. Daish of Washington, D. C., for a member of the Interstate Commerce Commission, and the following resolution was unanimously adopted.

Be it Resolved, that the Directors of the Grain Dealers National Assn, at its session at Chicago this 30th day of November, 1904, desire that Mr. John B. Daish be appointed to the Office of member of the Interstate Commerce Commission.

Copy of this resolution was mailed to the President of the United States.

George A. Stibbens was re-elected Secretary.

The President on Rail Rebates.

The President in his annual message to Congress takes a decided stand against discrimination in freight rates, hence the shippers who are working for the Quarles-Cooper bill can rest assured he will sign the bill if they succeed in getting it passed by Congress. President Roosevelt says:

"Above all else, we must strive to keep the highways of commerce open to all on equal terms and to do this it is necessary to put a complete stop to all rebates. Whether the shipper or the railroad is to blame makes no difference; the rebate must be stopped, the abuses of the private car and private terminal-track and side-track system must be stopped and the legislation of the 58th congress which declares it to be unlawful for any person or corporation to offer, grant, give, solicit, accept or receive any rebate, concession or discrimination in respect of the transportation of any property in interstate or foreign commerce whereby such property shall by any device whatever be transported at a less rate than that named in the tariffs published by the carrier must be enforced.

"For some time after the enactment of the act to regulate commerce it remained a mooted question whether that act conferred upon the interstate-commerce commission the power, after it had found a challenged rate to be unreasonable, to declare what thereafter should, prima facie, be the reasonable maximum rate for the transportation in dispute. The Supreme court finally resolved that question in the negative, so that as the law now stands the commission simply possesses the bare power to denounce a particular rate as unreasonable.

"While I am of the opinion that at present it would be undesirable, if it were not impracticable, finally to clothe the commission with general authority to fix railroad rates, I do believe that, as a fair security to shippers, the commission should be vested with the power, where a given rate has been challenged and after full hearing found to be unreasonable, to decide, subject to judicial review, what shall be a reasonable rate to take its place; the ruling of the commission to take effect immediately and to obtain unless and until it is reversed by the court of review.

"The government must in increasing degree supervise and regulate the workings of the railways engaged in interstate commerce and such increased supervision is the only alternative to an increase of the present evils on the one hand or a still more radical policy on the other.

"In my judgment the most important legislative act now needed as regards the regulation of corporations is this act to confer on the interstate-commerce commission the power to revise rates and regulations, the revised rate to at once go into effect and to stay in effect unless and until the court of review reverses it.

"Steamship companies engaged in interstate commerce and protected in our coastwise trade should be held to a strict observance of the interstate-commerce act."

A car of corn 6 years old recently was shipped from Will County, Ill., to E. W. Wagner. It missed grading No. 2 on account of must. The holder missed many chances to get a better price.

HOTEL GRACE

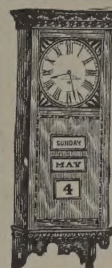
EUROPEAN PLAN.

Location: Near Board of Trade and Business District.

Rates: \$1.00 per day. Hot and cold water and steam heat.

Cummings Co.

Jackson Blvd. and Clark St., Chicago



Clock

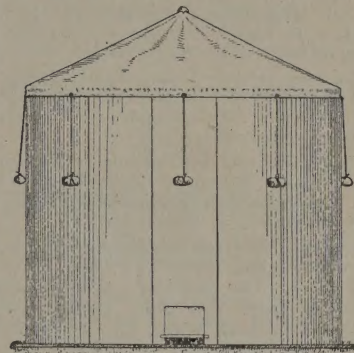
in the World is the Prentiss. It requires winding but once in two months and keeps phenomenal time throughout its long run. If in need of a good timepiece get a Prentiss and you will always be on time. The calendar is entirely automatic in its action being operated by the clock at midnight.

Also Fry-pan, Tile, Panel, Program, Electric, Synchronized and Watchmen's clocks.

Send for Catalogue No. 994

The Prentiss Clock Improvement Co.
Dept. 99, 49 Dey St., N. Y. City.

PORTABLE GRAIN BIN



800 to 2,000 Bushels Capacity.

Can be set up or taken down in a few minutes. May be set under the elevator of a machine. A handy Bin for either farmer or grain dealer. Furnished with or without floor and waterproof cover with ventilator. We also manufacture Corn Cribs and Wire Fence. Catalogue free.

THE DENNING WIRE & FENCE CO.

Cedar Rapids, Iowa

Wagon Loads

Received FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9 1/2 x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Linea Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

Patents Granted

Explosive Engine. No. 775,314. Peter W. Schmit, Port Washington, Wis.

Speed Regulator for Explosive Engines. No. 775,908. John S. Losch, Pottsville, Pa.

Incandescent Igniter for Explosive Engines. No. 775,385. Patrick J. Shouvin, Springfield, O.

Speed Regulator for Explosion Engines. No. 776,118. Michael H. Daley, Charles City, Ia.

Carbureter for Hydrocarbon Engines. No. 775,553. Geo. W. Burton and Alfred L. Seibel, Toledo, O.

Explosive Engine. No. 775,819. Chas. and Warren Hibbard, assignors of 1-3 to Sumner Hibbard, Sandyhill, N. Y.

Carbureter for Explosive Engines. No. 775,614. Geo. F. Swain, Harvey, Ill., assignor of $\frac{1}{2}$ to Henry E. Kellogg, Harvey.

Vaporizer for Hydrocarbon Motors. No. 775,321. Aug. Wassmann, Astoria, N. Y., assignor to Abbott Augustus Low, Horse-shoe, N. Y.

Sparkign Igniter Device for Hydrocarbon Engines. No. 775,932. Jas. W. Packard, Warren, O., assignor to Packard Motor Car Co., Warren.

Vaporizer for Hydrocarbon Engines. No. 776,406. Elden P. Lamb, Rockland, Me., assignor to Camden Anchor-Rockland Machine Co., Rockland.

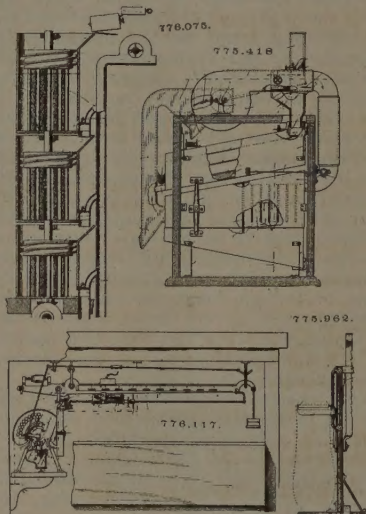
Frictional Scourer for Grain. No. 776,075. (see cut) Geo. W. Long, Portland, Ore. The scouring cylinders are placed in series one above another; the grain fed in is compacted by a screw and churned around by interior cylinders having smooth flutes. The scourings or chaff are drawn off by a suction fan from each receptacle.

Sack Holder. No. 775,962. (see cut) Andrew H. Beckman, Grandy, Minn. The holder is made adjustable for sacks of different lengths by means of a ratchet. The supporting pedestal has a vertical intermediate slot and parallel upper end guides thru which a pair of grapple arms work freely, the lower ends of the arms being connected pivotally to a trunnion working thru the slot of the pedestal. To the projecting rear end of the trunnion is attached a ratchet toothed supporting bar co-operating with a lock bracket on the pedestal.

Registering Devices for Weighing Scales. No. 776,117. (see cut) J. Harrison Curtis, Indianapolis, Ind., assignor to Henry D. Lane and Nathan Kahn, Indianapolis. The type-wheels which print the figures on the paper ribbon are controlled by an electrical device consisting of pairs of magnets, battery, and wires. The poise operates in connection with a commutator to complete the electric circuit. Each of the several type wheels has figures from 0 to 9, and is controlled by the electrical stops so that a given row of figures will represent the reading of the scale.

Combined Grain Separator and Dust Collector. No. 775,418. (see cut) Emil R. Draver, Richmond, Ind. The machine comprises a screen, dust collector and fan, the screen being situated entirely outside of the air belt formed by the fan and

dust collector. The grain is twice subjected to the action of the air belt. First the grain is delivered to the screen thru the endless air belt in the air trunk at a point between the outlet of the fan and the inlet of the dust collector; and from the screen a second time thru the air belt at a point between the outlet of the dust collector and the inlet of the fan. The first action takes out of the grain



the light dust and the second action by the purified air takes out the screenings, which are caught in the screenings trap.

Fires Due to Friction.

By C. A. McCOTTER.

Friction is undoubtedly the occasion of more elevator fires than any other interior cause.

Belts, especially the edges, should never be allowed to rub on wood. Wooden belt guides are poor substitutes.

A wood split pulley with a cotton belt in an elevator head will under the heavy pull of a choke-up soon cause trouble.

A wood split pulley in the confined and concealed space of an elevator head is not to be considered.

Care should be taken that wood split pulleys do not run so near to woodwork that should they get out of plumb a rubbing will result.

Friction of wood against wood is one of the quickest causes of fires.

The elevator head out of plumb or shaft out of line is pretty sure to cause trouble.

Every hot box is due to a defect which can be remedied. Then what excuse is there for a fire so caused when the danger is known?

How often do you hear of an elevator fire caused by a hot box? Make a note of it.

The fire hazard of your elevator is no greater than you make it.

Exports of corn oil cake for the month of Sept., 1904, amounted to 2,782,924 lbs.; compared with 590,500 lbs. for Sept. last year.

Owing to the lack of corn huskers in the vicinity of Paris, Ill., Judge Kimbrough adjourned court until Nov. 28 to give jurors, litigants and witnesses a chance to harvest the corn crop. Even in this democratic country the people must bow down to King Corn.

Igniters of Gasoline Engines.

By F. R. SNYDER.

The ignition of a gasoline engine causes some users more trouble than all other parts of the machine put together. The igniter sometimes fails because the battery will become exhausted at an unexpected time. To save cost of new batteries it is necessary to use a battery until the cells are worn out, which often happens without warning.

The renewing of a battery of cells is dirty work. Salammoniac is disagreeable to handle, bichromate of potash is a deadly poison and caustic potash will eat holes in clothing. These three kinds of cells will give a good current as long as they last.

Dry batteries have been adopted for automobiles, and can be used for stationary gasoline engines. The dry cell on account of its simplicity and compactness, giving an ample supply of current, would form an ideal battery were it not for the uncertainty how long it will last. A dry battery may last three months or three days; the user never knows until his engine stops. Then the cells must be thrown away. While a wet battery can be revived by putting in new zincs or fresh fluid, nothing can be done to a dry cell.

Electric ignition is so effective, however, that few will care to go back to the hot tube. The modern plan is to have a small dynamo or magneto to generate the current for the electric igniter. A very small magneto or dynamo will give a much more powerful current than battery composed of several cells; and these machines will do their work steadily, never requiring renewal.

A magneto giving 10 volts pressure and 1 to 1½ amperes of current will work well in connection with a primary coil, but not with a jump spark coil. The jump spark coil will operate with the same voltage but requires as much as 4 amperes, which is better obtained from a dynamo.

With the dynamo or magneto the engine must be given a running start by hand as the machine will give no current except when in motion. By having a dry battery in addition, to give the engine its first spark, the engine can be started very easily, using a switch to throw the dynamo into circuit to do the heavy work. Used in this way the battery will last a year or more.

Experiments with yellow corn in the province of Hung-Yen, French Cochin China, show that maize will have a good yield.

The acreage under wheat in New South Wales this season is officially reported as 1,985,203; compared with 1,847,813 acres last season. Prospects are for an average crop.

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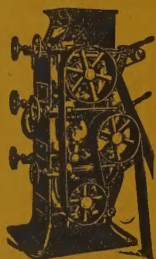
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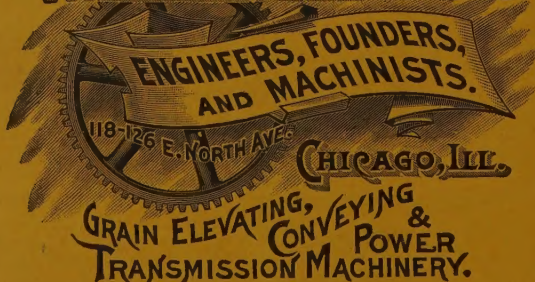
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